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—(37.)—

COMMERCIAL REPORTS—*continued.*

COMMERCIAL AND GENERAL INTERESTS—*continued.*

Session

11 *February* 1890 —— 18 *August* 1890.

VOL. LXXVII.

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1890.

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REPORT FOR THE YEAR 1889

ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 548.

Presented to both Houses of Parliament by Command of Her Majesty,
JULY, 1890.

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BY HARRISON AND SONS, ST. MARTIN'S LANE,
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SALVADOR.

SAN SALVADOR.

Consul Moffat to the Marquis of Salisbury.

My Lord, *San Salvador, May* 12, 1890.

I HAVE the honour to wait upon your Lordship with enclosed Annual Report on the Trade of the Republic of Salvador for the year 1889.

I have, &c.
(Signed) JOHN MOFFAT.

Report on the Trade of Salvador for the Year 1889.

Notwithstanding the values of imports and exports during the past year, 1889, show, as compared with the previous one, a considerable decrease, the Republic is progressing, from the fact that the revenue is, according to the Minister of Finance, over 500,000 dol. in excess of last year, the amount derived being stated as 4,109,976 dol. 17 c. (608,885*l.*)—rate of exchange, 6 dol. 75 c. to 1*l.* sterling. The expenditure is 3,065,679 dol. 67 c., and 971,821 dol. 67 c. (inverted in payment of debts), total 4,037,501 dol. 34 c. (598,148*l.*)—exchange, 6 dol. 75 c. to 1*l.* sterling. Revenue. Expenditure.

IMPORTS. Imports.

	Currency.		Sterling.
	Dol.	c.	£
1889 valued	2,886,050	57	427,563
1888 „	4,081,547	29	627,930
Difference against 1888 ..	1,195,496	72	200,373

Through.	Packages.	Value.	
		Dol.	c.
Acajutla	109,572	1,153,589	66
La Libertad	125,054	1,236,647	28
La Union	40,667	495,813	63
	275,293	2,886,050	57*

* 427,563*l.*

The accompanying tabulated statements which I have prepared demonstrate the values of the principal imported and exported articles in sterling, calculating exchange at rate of 6 dol. 75 c. to 1*l.*, and the preparation of same has entailed considerable labour, considering the manner I have had to derive my figures from the official statistics.

As will be observed, there is a most notable decrease in the values as compared with the year 1888, the difference being somewhat over 76,200*l.*, and consists principally in silver coin and cotton goods.

Imports. England appears to have sent a trifle over 48,000*l.* less than last year, whilst Germany and Italy on the other hand sent 4,000*l.* more. California and the rest of the United States are considerably under last year's figures; the difference may be attributed chiefly to short imports of flour.

Exports. The estimated decrease in value of these is still more marked, being close upon 200,000*l.* under last year; this is accounted for in exports of coffee principally, silver coin and indigo.

On the other hand, sugar and manufactured tobacco show a good increase.

Upon comparison it will be observed that exports to the United States and California fell off some 29,000*l.*, and to England over 115,000*l.*; whilst Germany is almost on a par with last year's receipts, thus demonstrating that trade with her is on the increase.

Telegraphs. Since my last report six new offices have been established, making a grand total in the Republic of 89. Wire mileage is about 1,467 English.

The revenue derived from telegraph, telephone, and cable service shows an increase of 18,337 dol. 64 c., or 2,717*l.* over 1888. The telegraph service in general is satisfactory, and what is, perhaps, worthy of remark is the comparative low rates charged—for example, an inland message, or one to any of the four sister republics, consisting of five words, and not including the address or name of sender, can be forwarded for 1 real 12½ c., or equivalent to about 4¼*d.*

Telephones. The service has a wire mileage stretched to the extent of some 80 leagues, and when the lines in construction are completed, it is computed there will then be wire employed extending to 110 leagues.

Private telephones in use number 111, whilst in the Government service 48 are employed.

Post-office. During the year 76,380 ordinary letters, and 1,200 registered letters, with 87,600 packets of other matter were despatched out of the Republic, and in the same period 89,724 letters, and 2,800 registered ones, with 176,064 packages of other matter were despatched from the chief office for the interior. The statistics from the offices in the departments are not furnished; but the Postmaster General calculates the general movement during the year in the whole Republic amounts to 8,500,000 pieces—of course, including printed and other matters, &c.

Public instruction. The expenditure in this branch is estimated at 356,912 dol. 28 c., or 52,876*l.*

Fifty new public schools were opened during the past year. Schools.
The number of public and private at the present is estimated at 795, equal to about one school for each 880 inhabitants, assuming the Republic to have 700,000 at both public and private schools, apparently only 29,631 pupils of both sexes attended.

Recently in the city of Santa Ana (the chief town in that Banks.
department, and the most important centre for coffee culture) a bank, under the style of "Banco Occidental," was established with a branch in this capital (San Salvador city). The authorised capital is 1,000,000 dol., of which 600,000 dol. has been subscribed, and 300,000 dol. paid up.

The Government conceded to this bank all the concessions that the "International Bank of Salvador" possess, excepting those naturally which may be termed privileges.

As a consequence, upon the establishment of the new bank the International reduced its rate of discount from 8 to 5 per cent., and somewhat recently to 4 per cent. per annum.

Hitherto the "International" did not loan money for more than 6 months, and would not make any advances whatever upon mortgages, whilst to-day both banks lend upon such security and for longer periods than formerly, much to the satisfaction of agriculturists and others.

Whilst on this topic I perhaps may here mention that the average rate of exchange on London was during the year 35 per cent. premium, both banks have now raised their rates in a very short space of time to about 42 per cent. (sight draft), or a shade over, at which it now stands.

To some it is a matter of surprise that the "International Bank" did not long ago alter the modus operandi of working its business, which had it done, perhaps might have prevented the establishment of a new bank, and as competition seems to be the order of the day, the Government of Salvador has just extended a concession which had lapsed, but now approved by Congress, for the establishment in the republic of a "Banco Hipoticario," in favour of Mr. George A. K. Morris, a resident of Leon, Nicaragua.

The capital will be 500,000 dol. currency (Salvador), or its equivalent in sterling when the necessary capital for the enterprise has been raised; with power to augment same in case of necessity with the approbation of the Government.

The coffee crop exported last year, as has already been noticed, Agriculture.
was much shorter than the previous one; regarding prices however, these have ruled exceptionally high in planters' favour, and as much as 24 dol., equal to 3*l.* 11*s.*, per quintal (101½ English lbs.) has been paid for the berry, which but a very few years ago brought to the planters about one-half the price, consequently coffee estates have increased in value proportionately.

By a decree of Congress of February 25, 1889, then taking effect, an export duty of 1 dol. per quintal (101½ English lbs.) was established upon coffee exported for the period of one year, the product destined for the reconstruction of the National Palace destroyed by fire some few months ago.

Indigo.—Though the quantity of this dye was pretty much the same as that exported the previous year, prices in consonance with those of Europe have been against planters, and the latter have had to accept rates much under former ones.

As a set off the Government has abolished the import of 3 dol. 38 c. per seroon (of 150 lbs. English weight) exported as per decree of Congress issued March 6 last.

Sugar industry is reviving somewhat, and this article has been exported recently in large quantities to some of the neighbouring Republics.

What kills this sweet for export to Europe is the land carriage, shipping expenses, and freight.

Railways. Since my last report the so-called "Santa Ana Road" has been completed from Ateos to a place denominated "La Ceiba del Guarumal," situate some nine miles as the crow flies from Santa Tecla, or "La Nueva San Salvador."

This section, beyond a doubt, is the most difficult one of the whole line, owing to the broken topography of the country.

From the official statement of the Minister of Public Works (Dr. Julio Interiano), I gather this section of the line is expected to be concluded to Santa Tecla within 11 months, by the Government Engineer, Signor T. Stitch Bonelli, at a cost of about 500,000 dol.

The President, General Don Francisco Menéndez, has taken a lively interest in the prosecution of the work, and appears to have made up his mind to have it completed as soon as practicable. I am informed he has made repeated visits to inspect the construction work, and when the line is finished it will undoubtedly be a great boon to the country.

The earnings of the line during 11½ months from November 1, 1888, to October 15, 1889, are stated at 40,527 dol. 56 c., and expenses 37,958 dol. 22 c., total 2,569 dol. 34 c., resulting in a gain of 2,569 dol. 34 c. (381*l.*); this being the first year it has produced a favourable result.

The general outlay on the line already constructed and in course of construction amounts during the year 1889 to 255,699 dol. 42 c., or 37,882*l.*

Acajutla line paid a dividend of a trifle less than 3 per cent.

Projected line between La Union and San Miguel.—With reference to what I mentioned in my last report in connection with this matter, it appears the Salvadorian Minister in Paris (Dr. Don Antonio Quiros), on behalf of the Government, entered into an arrangement with Messrs. Perry, Cutbill de Lungo and Company, of London, to have a preliminary survey made, with the object of constructing a road and a wharf at the port of La Union, consequently the latter's representative, Mr. Charles T. Spencer, came out recently and made the survey, and the plans in due course were presented to the Government, who accepted same, and, after mature deliberation, a formal contract was entered into on April 21 last between the executive and Mr. Spencer, a copy of which I duly transmitted to the Legation.

At the time said contract was signed, Congress was upon the point of closing its ordinary session, but it was resolved before doing so to call an extraordinary session to discuss it, which was done, without, however, any beneficial result accruing to the contractors.

It so happened that the contract, in the shape it was presented to Congress, lacked some legal formalities which could not possibly be overcome without considerable delay, hence Congress did not approve of it, leaving it for further discussion in its next session, and thus the matter rests for the present.

Exterior debt is 300,000*l.*

Interior consists of:— Public debt.

	Dollars.
1st Class bonds	1,332,022
2nd „ „	1,834,064
3rd „ „	2,222,673
Nominal	5,388,759

And may be quoted at 55/60, at 30/35, and 18/22 respectively.

As is already known, the exterior debt arises from the Government having empowered its special agent, Señor Don Cárlos Meléndez, to contract 300,000*l.*, and in this he was successfully aided, though in an unostentatious manner, by Mr. L. A. Campbell, Consul-General of Salvador in Great Britain. Foreign loan.

Out of amount of 247,500*l.* received by the Government's special agent, 183,300*l.* was paid over to the Salvador Railway Construction Company, leaving a balance of 64,200*l.*, out of which latter, 25,819*l.* 4*s.* 9*d.* was invested in the purchase of rails and other materials for the construction of the Santa Ana Railroad.

In Santa Ana city the electric light is being put up by Messrs. Scherzer and Clark, and in the course of a few months it is expected the town will be lighted. General remarks.

The commodious market mentioned in my last, constructed by Messrs Messrs. Clark and MacIlwaine, has just been completed and handed over. Similar class of buildings will shortly be erected in other towns of the Republic, the material for which will be mostly ordered from England.

In Santa Ana city and neighbourhood artesian wells are being bored, and, I understand, with success, which will be of incalculable benefit to the coffee planters from the fact that no water is obtained at present on the estates, and has to be fetched in ox carts, sometimes over a distance of 5 or 6 leagues.

The electric light will shortly be introduced into Sonsonate, and in this capital I am told that a Señor Don Manuel Esteves, has already contracted to have the incandescent light put into private houses by August 1 next. Should the result prove satisfactory, the public lighting will, as a matter of course, undoubtedly follow.

In November last, the National Palace (the pride of the Republic, as it was considered the largest building of its class in

Central America), was, in an incredibly short space of time, destroyed completely by fire; but, to prove the old saying, "It's an ill wind that blows no one any good," I understand plans are being prepared for the construction of a still larger building, and with latest modern improvements, which will give a number of people employment here, and as it will be built principally of iron the material will most likely be ordered in Great Britain.

I regret to mention that the peace of the Republic was disturbed about the middle of December by a rebellion which broke out in the neighbourhood of Cojutepeque, of which the Indian element conspicuously figured.

Owing to the active measures taken by the Government in despatching troops from divers parts of the country to the scene of disturbance, the insurrection was speedily quelled.

The Indians recently attempted a second rising about the same district and in Chalatenango; but energetic measures having been resorted to by the Government, they laid down their arms, and now everything is perfectly quiet again.

STATEMENT showing the Total Value of all Articles Exported from Salvador and Imported to Salvador from and to Foreign Countries during the Years 1888 and 1889.

Country.	Imports.		Exports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
United States	32,475	43,543	38,331	49,306
California	47,558	65,803	204,691	269,651
England	141,831	189,932	139,282	254,631
Germany	48,689	44,351	171,675	171,330
France	46,266	53,385	149,550	154,773
Italy	12,126	8,741	77,265	58,445
Spain	3,125	2,245	2,466	1,704
Other countries	95,493	219,930	57,301	79,791
Total	427,563	503,850	840,561	1,039,631

RETURN of Principal Articles of Export from Salvador during the Years 1888 and 1889.

Articles.	1889.		1888.	
	Packages.	Value.	Packages.	Value.
	Number.	£	Number.	£
Indigo	9,260	185,808	9,146	216,120
Sugar	38,621	45,915	29,696	30,299
Balsam	752	10,652	750	11,932
Coffee	162,345	525,298	215,011	706,030
Ox hides	9,932	3,962	8,369	4,150
India-rubber	121	1,587	214	2,132
Mascabado	85	147	368	930
Gold (bruto)	..	..	13	5,846
Silver (coin)	12	2,483	55	14,945
„ (bruto)	143	25,372	143	26,356
„ (ores)	157	1,627	244	822
Tobacco—				
(unmanufactured)	2,927	4,418	2,631	5,238
(manufactured) ..	2,417	15,131	1,420	5,858
Sundry articles ..	29,791	18,161	7,236	8,973
Total	256,563	840,561	275,296	1,039,631

RETURN of Principal Articles of Import to Salvador during the Years 1888 and 1889.

Articles.	1889.		1888.	
	Packages.	Value.	Packages.	Value.
	Number.	£	Number.	£
Cottons	17,765	145,559	17,765	193,404
Linens	43	520	38	757
Woollens	299	5,113	337	6,228
Silks	244	6,423	203	6,797
Mixed goods	196	2,956	1,102	6,661
Flour	53,227	22,699	55,973	32,839
Liquors, wines, and beer	39,486	26,115	25,821	26,307
Earthen and glassware	6,232	6,955	3,135	6,618
Drugs and perfumery ..	13,056	17,597	8,024	16,776
Ironware	36,389	26,506	22,332	23,438
Machinery	3,139	2,187	1,794	5,772
Hats (straw)	167	3,173	207	6,727
Small wares	1,231	5,479	1,741	13,101
Boots and shoemakers' tools	395	2,187	..	..
Provisions	14,973	12,106	18,341	17,015
Jewellery	31	252	14	1,564
Printed books	98	879	89	863
Coin	381	87,189	789	214,003
Furniture and woods ..	29,348	6,102	40,709	4,718
Other articles	58,593	47,566	29,292	45,942
Total	275,293	427,563	227,616	627,930

RETURN of all Shipping at all the Ports of Salvador in the Year 1889.

	Entered.		Cleared.	
	Steam.*	Sailing.*	Steam.	Sailing.
	308	35	..	..
Passengers ..	1,575		1,309	

* Tonnage and nationality not stated.

Steamers are almost all sailing, under United States flag, and belong to Pacific Mail Steamship Company, with a sprinkling of "Kosmos Line," sailing under German flag.

LONDON:
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Printers in Ordinary to Her Majesty.
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1890.

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SAN DOMINGO.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF PUERTO PLATA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 284.

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JUNE, 1890.

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Reference to previous Report, Annual Series No. 284.

SAN DOMINGO.

PUERTO PLATA.

Report by Vice-Consul Reimer on the Trade and Commerce of Puerto Plata for the Year 1889.

The trade of this port during the year has been dull, due mainly to the almost entire failure of the tobacco crop. Business on the whole, however, for the entire district, when we take the reduced quantity of tobacco into consideration, has not been less active than in former years; besides which, it must be remembered that a still larger proportion of produce has found its way to the coast by the Samaná railroad. Thus the figures in Annex B., comprising the exports during 1889, represent only about three-fifths of the entire produce exported, and so compare favourably with former years if we consider that the remaining two-fifths has been exported viâ Samaná. Trade. Exports.

The imports to this port in Annex B., show an increase of nearly 9,000*l.* over 1888, a still larger proportion having also found its way into the country viâ Samaná. Imports.

With regard to shipping, foreign steamship lines still monopolise the entire carrying trade, Annex A. showing that not a single British steamer entered this port during the year. Shipping.

The Samaná railroad has not been extended any further during the year; much damage has been done to the line by the heavy rains, and the extensive repairs consequent on these disasters must naturally disincline the company to invest any more capital. Railroad.

Another railroad is now projected between this port and Santiago. This undertaking by Dutch capitalists is favoured by the Government, and the public also appear to be much more partial to rail communication with this port than with Samaná. Santiago Railroad.

With regard to financial matters, money has been very scarce this year and the exchange on foreign bills high.

A new bank has been established at San Domingo in connection with the Crédit Mobilière of Paris, agencies are to be established here and in other parts of the country. The capital employed at present is 4,000,000 fr., but the Board of Administration may raise it to 10,000,000 fr. at their option. The want of proper banking establishments in this country hitherto has been the cause of many difficulties in commercial transactions, and it is therefore very desirable that the public should encourage so useful an enterprise. Bank.

Annex A.—Return of all Shipping Entered and Cleared at the Port of Puerto Plata in the Year 1889.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	26	766	...	...	26	766
Dominican	6	110	...	...	6	110
American	5	1,205	14	17,873	19	19,078
Danish	2	624	...	...	2	624
French	...	...	17	31,224	17	31,224
German	...	...	26	30,844	26	30,844
Spanish	...	...	17	9,484	17	9,484
Norwegian	9	2,250	...	...	9	2,250
Total	48	4,955	74	89,425	122	94,380
Total for 1888	61	4,179	86	100,416	147	104,595

Annex B.—Return of Principal Articles of Export from Puerto Plata during the Years 1889-88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Tobacco	Lbs.	3,570,385		8,738,377	
Mahogany	Feet	640,966		731,295	
Ox hides	Number	12,671		14,535	
Goatskins	Dozens	4,150		5,044	
Sugar	Lbs.	131,215		1,122,225	
Honey	Gallons	225		200	
Dyewoods	Tons	500		149	
Lancewood spars	Number	3,308	94,484	1,790	154,250
Lignum vitæ	Tons	...		35	
Wax	Lbs.	47,364		100,228	
Coffee	,,	681,640		921,085	
Cocoa	,,	266,442		177,766	
Sabicu	Feet	48,880		...	
Divi-divi	Lbs.	15,493		...	
Old copper	,,	3,500		...	
Horns	Number	2,500		...	
Total		...	94,484	...	154,250

Annex B.—Return of Principal Articles of Import to Puerto Plata during the Years 1889–88.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
		£		£
Merchandise and provisions	Unknown	139,497	Unknown	130,714

Annex C.—TABLE showing the Total Value of all Articles Exported from and imported to Puerto Plata from and to Foreign Countries during the Years 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain, Germany, and France ..	94,484	154,250	139,497	130,714

AGRICULTURE.

In my report on agricultural matters for 1888, I tried to demonstrate how little there is to be said on such a topic in a country like this.

Hitherto, the cultivation of tobacco, coffee, and cocoa has been entirely in the hands of the ignorant country people, whose only idea of agriculture is to put some seed or slips in the ground, leaving the development of the plant to nature, and, in due course, disposing of the produce to merchants in the interior at the highest price obtainable. The pretension of these people is generally so astonishingly preposterous as to be actually amusing.

This year, however, some enterprising Hollanders have come to the country, and started several tobacco and cocoa plantations on systematic lines, and on the principle on which similar plantations are conducted in their East Indian colonies.

The greatest drawback they meet with is, of course, the labour question, for the native countryman will, as is his custom, condescend to do the minimum of labour only for the maximum of pay; and so the planters have decided on importing coolies, much on the same terms as they are imported into several of the British West Indian Colonies.

Foreigners are naturally shy of investing capital in a country like this, but I am of opinion that were such capital employed more in agricultural pursuits than in other enterprises, there would be far less risk and considerably more returns.

There are thousands of acres of land in this district admirably adapted for the cultivation of sisal and other fibre-producing plants, and of oranges and pine-apples of most excellent quality.

Puerto Plata, December 31, 1889.

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SPAIN.

REPORT FOR THE YEAR 1888

ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 327.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

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Reference to previous Report, Annual Series No. 327.

SPAIN.

HAVANA.

Acting Consul-General Little to the Marquis of Salisbury.

My Lord, *Havana, August* 20, 1889.

I HAVE the honour to transmit to your Lordship my Report on the Trade and Shipping of the Island of Cuba for the year 1888.

I have, &c.
(Signed) SYDNEY H. LITTLE.

Report on the Commerce and Agriculture of the Island of Cuba and the Trade and Shipping of the Port of Havana for the Year 1888.

Introductory.

Succeeding to a protracted period of trade depression and disaster, the comparative prosperity of the year 1888 in the Island of Cuba would be more cheering to record, did it not result from a satisfactory sugar season rather than from causes calculated to inspire confidence in the prospects of Cuban commerce as a whole. The advance in prices for sugar, however, was largely due to accidental circumstances, such as the backwardness of the beet-root crop in Europe, coupled with the increase in the consumption of sugar throughout the world, which enabled holders of cane sugar in this island to dispose advantageously of their stocks. The market, on the other hand, was controlled by the course of foreign consumption, and prices advanced or receded according to fluctuations in London and at New York, without any reference to the stocks disposable at Cuban ports. While, therefore, the importance of the sugar operations must not be underrated, as having at least saved this colony from another acute commercial crisis, the actual results of the past year should be estimated with due regard to the conditions of other branches of trade; and, judging from such statistics as are attainable, it is not possible to point to any material change for the better, although hopeful signs are not wholly wanting.

Want of statistics.

Statistics, however, are not less fragmentary now than in former years. Those published with official sanction, though, doubtless, sufficient for the purposes of the Spanish authorities, do not supply the data required by foreigners in accurately estimating the trade of the island; and the facts bearing on the commercial relations of Cuba with Great Britain are especially difficult to ascertain, owing to the conditions under which the carrying trade is at present conducted. The figures given in this report are, therefore, to be taken only as approximate. They are derived partly from published official or semi-official statements, and information courteously supplied by public departments; but in most cases it has been necessary to rely on the estimates of private experts, the value of which is somewhat impaired by the wide divergence of views existing among persons of apparently equal experience and means of information. Thus the average yield of tobacco has been variously calculated at amounts ranging from 500,000 to 1,000,000 bales of leaf and 1,000,000 to 220,000,000 cigars; and the income of the colony at 11,000,000*l.*, at 16,000,000*l.*, and at 20,000,000*l.* per annum.

The Cuban budget.

As regards colonial finance, the highest and the lowest of the foregoing estimates may safely be rejected. The former has gained publicity chiefly through foreign newspapers, by which the condition of Cuba, social, commercial, and political, has, for an obvious purpose, been pronounced beyond repair; and, so far as it may seem to be supported by statistics, takes no account of the circumstance that Cuban owners are rarely inclined to overstate the value of their property in making the returns required of them for purposes of taxation. But taking 16,000,000*l.* as the net income of the island from all sources, the outlook is far from reassuring. In 1888 the taxes, direct and indirect, amounted to about 5,000,000*l.*, to which must be added a sum of 1,600,000*l.*, levied in local taxation by the 153 municipalities of the island; and there was a deficit in governmental expenditure of more than 600,000*l.* The Colonial debt amounts to some 37,200,000*l.*, and to meet the annual interest on this 1,800,000*l.* is set aside. These burdens have to be borne by a population of 1,500,000, of of whom about 600,000 are negroes or mulattoes. Some years since the Cuban budget showed a total of about 8,000,000*l.* per annum, and the gradual decrease by which it has reached its present amount is stated to be due to the practical impossibility of collecting the taxes.

Customs revenue.

The customs revenue for 1888 can hardly be said to have been satisfactory. While it shows an increase of 106,448*l.* on that obtained in 1887, it is considerably below that for 1886, which reached the total of 3,185,377*l.*, and that for 1885, which amounted to 2,879,741*l.*; while it exceeds by only 12,000*l.* the collections of 25 years ago. From the year 1864, during which the Cuban custom-houses received 2,418,631*l.*, the amounts steadily increased until they reached, in 1877, a total of 4,709,114*l.*, and from that date again decreased until 1882, when a slight improvement took place. In 1884, however, owing to considerable reduction in

import dues, as well as to the general stagnation in trade, receipts again began to decrease, and in 1887 the revenue realised was less by 861,161*l.* than in 1886. The improvement which the return of 2,430,664*l.* for 1888, as against 2,324,216*l.* for 1887, appears to indicate, must not be too much relied on, in view of a further change in the import dues effected by the Royal decree coming into force on July 1, 1888, under which vessels of nations having treaties with Spain are no longer subject to tonnage dues on entering Cuban ports, but are, in lieu thereof, charged 4*s.* per ton on the gross weight of all imports and exports carried by them; while non-treaty vessels are required to pay this charge in addition to the tonnage dues formerly levied upon all foreign ships alike. It is estimated by competent judges that, but for this new source of income, the customs revenues for 1888 would show a falling-off rather than an increase when compared with those of previous years.

The following table, compiled from the statements published by the Colonial Treasury ("Intendencia General de Hacienda"), gives the gross monthly receipts at the custom-houses throughout the island in 1888, compared with those for the preceding year:—

Customs returns for all ports.

Month.	1888.	1887.
	£	£
January	173,738	244,533
February	164,871	229,154
March..	157,642	213,467
April	195,936	238,755
May	216,530	193,725
June	178,770	157,440
July	215,685	143,940
August	216,197	136,507
September	225,550	215,004
October	210,495	183,154
November	239,289	186,689
December	235,961	181,848
Total	2,430,664	2,324,216

In Spanish gold.

Month.	1888.	1887.
	Dollars.	Dollars.
January	868,693	1,222,663
February	824,357	1,145,766
March..	788,208	1,067,335
April	979,681	1,193,771
May	1,082,648	968,622
June	893,843	787,220
July	1,078,425	719,699
August	1,080,987	682,532
September	1,127,753	1,075,019
October	1,052,473	915,772
November	1,196,447	933,445
December	1,179,805	909,236
Total	12,153,320	11,621,080

This increase in customs revenue, to whatever cause it is to be ascribed, is more noticeable at Havana than at the remaining ports, for, while the receipts at all the custom-houses of Cuba were 106,448*l.* in excess of those for the previous year, the Havana returns showed a corresponding increase of 254,904*l.* The total for 1888 was, however, less by 231,471*l.* than that for 1886. The following table, compiled from the official statements referred to above, gives the gross monthly receipts at this port in 1888 and 1887 :—

Customs returns for port of Havana

Month.	1888.	1887.
	£	£
January	112,970	173,369
February	102,470	146,421
March..	99,512	117,820
April	143,664	138,250
May	157,655	108,913
June	134,060	106,767
July	165,555	92,951
August	164,143	101,171
September	178,055	175,457
October	165,201	136,069
November	178,083	89,986
December	176,150	135,440
Total	1,777,518	1,522,614

In Spanish gold.

Month.	1888.	1887.
	Dollars.	Dollars.
January	564,850	866,847
February	512,352	732,106
March..	497,560	589,088
April	718,319	691,253
May	788,275	544,563
June	670,294	533,835
July	827,775	464,757
August	820,720	505,858
September	890,274	877,287
October	826,005	680,345
November	890,417	449,931
December	880,750	677,201
Total	8,887,591	7,613,073

Banking operations.

Judging from the state of the money market, the solvency of the island is hardly more than superficial. A widely prevailing impression that in Cuba there are no planters' or farmers' banks, from which money can be borrowed on mortgage, is not well-founded; but it is the fact that sugar-growers often find it impossible to furnish such security as would be accepted by the two banks still operating in Havana, and have no resource but to hypothecate their crops to advance agents, who afterwards harass

their clients by forcing repayments at inconvenient times. The Spanish Bank ("Banco Español de La Habana") and the Commercial Bank ("Banco del Comercio") advance money on first-rate security only, and usually at high rates. There is not, however, a single Cuban bank in which money can be placed at interest, nor a savings bank in which the artisan or the labourer may deposit his earnings. Broadly speaking, banking, as it is understood in England, does not exist in Cuba.

"Banqueros." In addition to the banks, properly so-called, there are a number of commercial houses by which certain banking transactions are effected. "Banqueros," however, are in fact exchange agents, rather than private bankers, their principal business being the purchase or sale of bills and drafts for transmission to Spain or to foreign countries.

The currency. The colony is still unprovided with a gold or silver currency of its own, and the "paper dollars" in use at Havana and a few neighbouring towns are not the least of the financial difficulties of the island. To meet the calls incident to the civil war, the Spanish Bank issued notes far in excess of its capital, and these were for some years received as equivalent to payments in specie. But when at length it transpired that the bank had not the guarantee, but merely the moral support of the Government, the notes suffered rapid depreciation, and serious loss was entailed alike on commercial and other banking houses. This depreciation has steadily increased, until at present the Spanish "centén" (of which the fixed value in Cuba is 5·30 dol. gold, or 5·85 dol. silver, or about 19*s.* 10*d.*) will buy 12·50 dol. "billetes," or bank bills. These "paper dollars," which are used for the smaller transactions of common life at Havana, Matanzas, and Cardenas, but which are not accepted in the south and east of the island, are nominally payable in specie on demand, but the bank no longer recognises this obligation except in the case of notes of 100 dol., par value, issued within the last few years. For some time an annual charge was made in the budget for the redemption of these notes, but it is not known to what extent the proposed recall was carried out, and for the present all attempts in this direction appear to have been given up. For all important commercial transactions, for the payment of taxes and other governmental dues, and of salaries and house-rent the "paper dollar" is not accepted, even by the bank issuing it, when receiving payment of taxes. The gold in use is mainly Spanish, the modern "centén" having to a large extent taken the place of the "onza" (value 3*l.* 8*s.*) and the "doblón," or doubloon (value 17*s.*)*; but Spanish bank notes do not make their way here. American silver and bank bills are at about 10 per cent. premium, and Mexican silver (which is largely used) at 20 per cent. discount. English gold is rare, and does not realise full value, the sovereign being accepted as equivalent to a

"Paper dollars."

Not a legal tender.

* In Spain the "onza" is equivalent to 16 dol. only, and the "doblón" to 4 dol.

"centén" only. Various proposals have been made for establishing a Caban currency, and it seems clear that if the notes of the Spanish Bank are to be called in their place must in some way be supplied. But how all this is to be effected is a financial problem, the gravity of which will be more fully appreciated when it is added that the notes at present in circulation represent, nominally, 8,000,000*l.*, or, according to common report, nearly double that amount.

Monetary exchange.

The exchange market opened weak in January, owing to the large amount of paper offered for sale; and a steady fall continued until March, when the extreme lowest rate for the year was reached. In April scarcity of paper, together with a brisk demand, led to a gradual advance, and in July the highest quotations of the entire year were recorded. Subsequently the market exhibited slight fluctuations until September, when it again ruled weak, the amount of bills offered being in excess of the demand. In the last three months of 1888, renewed scarcity on bills on all quarters failed to restore the tone of the market, which closed in December drooping and weak.

Exchange on London at 60 days.

The following table shows the monthly fluctuations of exchange on London at 60 days' sight:—

Month.	1888.	1887.
January	18¼ to 20¾	19 to 20½
February..	17 18¾	19 20⅝
March	16½ 19	18¼ 20
April	18 21¼	18⅜ 21⅛
May	20¼ 21⅝	20 21⅝
June	20⅜ 21¾	20 22
July	20¼ 22	20¼ 21⅛
August	20⅜ 22	20¼ 21⅛
September	20⅜ 21⅝	20 21¼
October	20 21⅜	20 21¼
November	19¾ 21¼	20 21
December	16¾ 20¾	19¾ 21¼

On London, Paris, and New York.

The fluctuations of exchange on London, Paris, and New York during the years 1888 and 1887 were as follows:—

Market.	1888.	1887.
London, 60 days' sight..	16½ to 22	18¼ to 22
Paris, 60 days' sight ..	2¼ 7¼	3¼ 7
New York, 60 days' sight	5¼ 10½	7¼ 10⅝
New York, 3 days' sight	6¼ 11¼	8¼ 11½

Discounts.

As regards discounts there was no improvement to record. Owing to increased financial difficulties, scarcity of specie, and kindred causes, the market ruled stringent throughout the year, and the banking houses continued to curtail their transactions. As in the two years preceding, rates varied from 6 per cent. to 10 per

cent. for bills at three and six months, both in bank bills and gold; while by private transaction bills were freely discounted, and loans—on such securities as sugar or shares—effected at rates ranging much higher than those quoted above.

Specie.

The amount of coined precious metals brought into the island last year was more than double that imported during the year before; the total for 1888 having been 1,095,435*l.*, as against 496,388*l.* for 1887. It is to be noted that both these sums fall far short of those reached in the two previous years: in 1886 the importation amounted to 1,972,621*l.*, and that in 1885 to 2,082,918*l.* The corresponding exportation amounted to 345,791*l.* in 1888, falling short by 710,561*l.* of that in 1887, which was no less than 1,056,353*l.* In 1886 the total was 539,439*l.*, and that in 1885 only 219,081*l.* Thus in 1888 the importation and exportation alike were below the average of the last four years, which for the former was about 1,411,840*l.*, and for the latter 540,166*l.*

Receipts under this head in 1888 compare with those in 1887 as follows:—

Receipts of specie.

From	1888.	1887.
	£	£
Spain	60	3,320
United States	822,930	457,474
France	262,263	20,800
Mexico	6,743	12,952
St. Thomas	1,065	..
Other countries	2,374	1,842
Total	1,095,435	496,388

In Spanish gold.

From	1888.	1887.
	Dol.	Dol.
Spain	300	16,600
United States	4,114,649	2,287,370
France	1,311,316	104,000
Mexico	33,717	64,758
St. Thomas	5,323	..
Other countries	11,872	9,213
Total	5,477,177	2,481,941

Gold rate.

During the past year the extreme rates in bank bills for gold were 131 per cent. premium, the lowest quotation—which was reached in March—and 140½, which was touched in January, and again in October. In 1887 the lowest point reached was 126¼, and the highest 142¾.

Exports.

Cuba depends for existence solely on the produce of its own soil, but the abundant resources of the island in minerals and agriculture are as yet very partially developed. Hardly more than one-tenth of the whole area—say 4,300 square miles, out of 43,000—is really under cultivation; the rest is either covered with forests, or unreclaimed, or practically unexplored, and much land, which is nominally in the hands of proprietors, is actually unfenced and untilled. Efforts are being made to amend this state of things, and the mineral wealth of the south-eastern province is no longer neglected. But time and capital are needed if the island, which now supports, in want or in difficulty, a decreasing population of a million and a half, is to be enabled to maintain in comfort—as a country so favoured by nature well might—five times that number. At present the iron mines of Santiago de Cuba are prospering; Cuban wood finds its way to the markets of London and the United States; new potatoes are supplied (out of the American season, and therefore at considerable profit) to New York, and there is a brisk export of fruits of various kinds; sponge fisheries compete successfully with those of the Levant; and the new fibres industry gives good promise. But these exports are still in their infancy, and though much may be expected from them if enterprise be not paralysed by premature or ill-balanced taxation, the island depends as before on only a few important articles of export.

Coffee.

Among these, coffee can hardly now be reckoned, the "cafetales," or coffee plantations, having been so far superseded by the "ingenios," or sugar estates, that the produce of the former does not supply home wants, and coffee is now to be reckoned among imports rather than exports. That tobacco has come to be more appreciated as a reliable source of revenue has been pointed out in a recent Consular report;* but the value of the tobacco crop is, as yet, on the most liberal calculation, no more than 6,720,000*l.* per annum, and the export is necessarily much less. In spite of the difficulties, past and present, connected with competition of cane-sugar with beet-sugar, the sugar export remains, and must for many years remain, the chief source of support to the island. How to make this a paying product is the problem of the present, and, if it cannot be satisfactorily dealt with, the latent insolvency of the colony must assume an acute form.

Sugar.

The crop 1887–88.

To this task, however, planters have applied themselves during the past year with some success. The crop in 1887–88 was good, and if the yield was less than had been predicted at the beginning of the season, it was still in excess of that for the year before. Along with the advance in prices, which was fairly sustained from the commencement of the year, a further saving in the cost of production was effected by means of more careful cultivation of the cane; with the result that a larger quantity of sugar was extracted at a comparatively smaller expense.

Central factory system.

The adoption of the Central Factory system has been for some years an accomplished fact, and its obvious advantages (which were described in the Consular report for 1886) have won

* No. 115, Miscellaneous Series of 1889.

for it increasing popularity. Last year it came into operation both on newly-formed estates, especially on the southern coast, and on older plantations, and it seems probable that all planters will in time be compelled to establish it, or, if unable to do so, to give up grinding altogether and sell their cane, as many of them do at present, to the nearest central factory. The system, however, cannot be at once developed to any large extent, owing to the defective means of transit in the interior, where railways are few, roads mere tracks, and canals or navigable rivers non-existent. Its limitations.

Besides economising labour and wages, the setting up of modern machinery has led to increased production of sugars of the better classes; and for some seasons past centrifugals have been by degrees taking the place of muscovadoes. Last year, especially, many growers abandoned entirely the production of the inferior sugar, and set up centrifugal and treble effect apparatus to produce sugars of the superior classes; and it is more than probable that in a few years the entire crop will be turned into centrifugals. Better classes of sugar.

For the first six months of the year the weather was exceptionally fine, and although it was feared that the drought prevailing early in the season might injuriously affect the yield of the sugar crop, these anticipations were not realised. On some upland estates, indeed, grinding operations had to be suspended as early as March, as it was found that the cost of production exceeded the market price of the produce; but, as a rule, grinding suffered but slight interruption, and although the crop was taken off earlier than is customary, all the cane was ground, none being (as too often happens) left in the fields. The weather.

These results, however, were not obtained without much difficulty, owing to the great scarcity of field labourers, which was keenly felt throughout the year. On all sides, too, planters complained that the available men, having the matter practically in their own hands, demanded wages out of all proportion to their labour and the possible profits from the crop. Lack of labourers.

Satisfactory as was the sugar harvest for last year, much greater results were expected from that of 1889. In August, 1888, rain was abundant, and the cane promised well, more especially in the producing localities, in which great care had been devoted to its cultivation, and had attained a development unprecedented at so early a period in the season. A large yield was looked for, and in view of the extension given to planting it was calculated that an increase of not less than 20 per cent. over last year's crop would be realised. The crop of 1888–89.

The terrible cyclone which swept over the island on September 4 put an end to these bright prospects. Over 100 plantations, in the districts of Remedios, Sagua la Grande, Cárdenas, and Matanzas, were destroyed, and enormous injury was inflicted on the sugar interest generally. It is too soon to estimate accurately the results of this disaster, but it seems more than probable that, instead of an increase of 20 per cent., the crop for 1888–89 will exhibit a deficit of at least that amount. The cyclone.

Prices in 1888.

In 1888 prices were not only sustained, but ranged higher than in any year since 1883, owing to the steady increase in the consumption of sugar, which is stated to have last year exceeded the total production of both beet and cane sugar by some 200,000 tons; and it is probable that prices for the latter would have improved still further, but for the unfavourable influence exercised on Cuban trade by the Refiners' Trust at New York. The following table gives the extreme prices for 1888 and the five years preceding*:—

Year.	Special Classes for Spain.		Clayed. No. 12.		Centrifugal. 93–97 Test.		Molasses Sugar. 83–90 Test.		Muscovadoes. 85–91 Test.	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1888 ...	2 10½	to 4 3	2 11	to 3 9	2 7½	to 4 1½	1 11½	to 3 0½	1 11½	to 2 10½
1887 ...	2 7½	3 9	2 3	3 4½	1 11½	3 4½	1 5½	2 8½	1 4½	2 7½
1886 ...	2 6	4 0	2 1½	3 6	2 1½	3 3	1 4½	2 6½	1 6	2 6
1885 ...	2 10½	4 1½	2 3	3 4½	2 1½	3 8½	1 6	2 8½	1 7½	2 7½
1884 ...	3 10½	5 3	2 1½	3 4½	2 2½	3 7½	1 1½	2 6	1 4½	2 10½
1883 ...	4 10½	5 6	3 9	4 9	3 1½	4 7½	2 7¼	3 10½	2 9	3 9¾

The following table compares the average prices during the same period:—

Year.	Special Classes for Spain.	Clayed. No. 12.	Centrifugal. 93–97 Test.	Molasses Sugar. 83–90 Test.	Muscovadoes. 85–91 Test.
	s. d.	s. d.	s. d.	s. d.	s. d.
1888 ..	3 6¾	3 4	3 4⅓	2 6	2 5
1887 ..	3 2¼	2 9¾	2 7¾	2 0¾	2 0
1886 ..	3 3	2 9¾	2 8½	1 11½	2 0
1885 ..	3 6	2 9¾	2 10¾	2 1¼	2 1⅓
1884 ..	4 6¾	2 9	2 11	1 9⅝	2 1½
1883 ..	5 2¼	4 3	3 10½	3 2⅝	3 3¼

Sugar production 1879-1888.

The annual production of sugar in Cuba has been variously estimated; but the following calculations may be taken as giving a fair idea of its amount and fluctuations during the last 10 years:—

Year.	Sugar.	Molasses.	Total.
	Tons.	Tons.	Tons.
1888	656,719	157,791	814,510
1887	646,578	153,015	799,593
1886	731,723	187,064	918,787
1885	631,967	146,984	778,951
1884	558,987	115,552	674,539
1883	460,397	100,292	560,689
1882	595,837	131,224	727,061
1881	493,764	96,747	590,511
1880	530,189	114,223	644,412
1879	670,225	146,341	816,566

* The "real fuerte" being taken at sixpence.

For molasses the demand at Havana was moderate when the market opened in January, prices ranging from 1*s.* 7½*d.* to 2*s.* per keg of 5½ gallons, according to class, for lots on the spot. In the country a fair number of contracts were closed at from 42*s.* to 72*s.* per hogshead of 175 gallons, according to place and time of delivery and cash advances. In February and March quotations fluctuated between 1*s.* 6*d.* and 2*s.* 1½*d.* per keg, and receded in May to 1*s.* 3*d.*, at which price the remainder of the stock was bought by local distillers. After this, prices for lots on the spot ruled nominal until the end of the year. In September, first contracts for future delivery were reported at prices ranges from 36*s.* to 40*s.* per hogshead, and, business being brisk, prices advanced until November, when 74*s.* was touched. In December they receded to 68*s.* per hogshead; but the market closed active and strongly supported at this quotation. Extreme prices paid were, last year, 1*s.* 3*d.* to 2*s.* 1½*d.* per keg of 5½ gallons, as against 1*s.* 0¾*d.* to 2*s.* 1½*d.* in 1887 for parcels on the spot; and for future delivery 36*s.* to 74*s.* in 1888, as against 40*s.* to 100*s.* in 1887. Molasses.

The production and export of honey showed a marked decrease in 1888, when only 105,600 gallons, as against 139,900 gallons in 1887, were shipped, in response to a very moderate demand from abroad. Prices in some cases ruled so low that holders were compelled to effect shipments on their own account. During the year extreme prices were 9*d.* to 1*s.* 1½*d.* per gallon, as against 9*d.* to 1*s.* 3*d.* in 1887; this decrease, as compared with 1886, when prices ranged from 1*s.* to 1*s.* 1½*d.*, and 1885, when the extreme prices were as much as 1*s.* 2¼*d.* and 1*s.* 6*d.*, being due to the severity of competition with producers in other countries. Of last years exports 75,500 gallons were shipped to the United States, as against 1,200 gallons in 1887, and only 7,400 gallons to Spain, as against 128,400. Honey.

The export of wax also declined in 1888, when 310,200 lbs., as against 406,300 lbs. in 1887, were shipped from Havana, mainly to Spanish ports. Prices fluctuated between 32*s.* to 92*s.* per 100 lbs. (for yellow wax of inferior and superior classes), and 120*s.* to 144*s.* for white, as against 56*s.* to 100*s.* for yellow, and 120*s.* to 144*s.* for white in 1887. Wax.

Renewed activity prevailed in this market, owing to a fair demand from Spain, and heavier shipments to South America. Prices, accordingly, ruled firmer: for 21 proof in chestnut casks 96*s.* to 120*s.* per pipe of 125 gallons, as against 72*s.* to 120*s.* in 1887; for 21 proof in oak casks 116*s.* to 140*s.*, as against 92*s.* to 140*s.* in 1887; and for 30 grades in oak casks 156*s.* to 180*s.* per pipe, as against 128*s.* to 180*s.* in 1887. The export of rum from Havana amounted in 1888 to 1,269,750 gallons, as against 941,125 in the previous year: of this 805,875 as against 530,500 were for Spain, 387,750 as against 358,750 were for South America, 48,625 as against 2,875 for the United States, and 400 gallons only as against 44,125 for France. No direct shipments to the United Kingdom were published Rum.

In leaf tobacco little was done before the end of January for Leaf tobacco.

the foreign market, on account of the high demands of holders of stocks, and the brilliant prospects of the new crop. Buyers for the Spanish contract, however, were active and operated heavily, in Remedios Fillers especially. In February buyers from the United States purchased at advancing prices a fair quantity of Remedios leaf; and, in spite of fears widely entertained that the persistent drought would injure the crop, manufacturers and dealers bought most of that in the Vuelta Abajo at high prices. The market ruled quiet until July, when greater activity prevailed; and in August the demand from Germany and the United States became brisk, giving margin to heavy sales of Vuelta Abajo Fillers and Remedios, while the agents for the Spanish contract again looked eagerly for 1887 leaf.

Influence of the cyclone.

The cyclone damaged large quantities of the leaf still remaining in the country in September, and, in consequence, the unsold stocks were in brisk demand. Throughout October and November the increased rates were maintained, buyers from the United States and agents for the Spanish, French, and Italian Governments paying higher and higher prices for leaf of every class. In December the small remainder of available stocks was held at extravagant prices, and the arrival of a number of American customers towards the end of the month rendered the market even more favourable for the sellers, sending prices up still further.

Prices.

Extreme prices paid for leaf tobacco during 1888 compare with those of 1887 as follows:—

Description of Leaf.	Unit.	1888.			1887.		
		£ s. d.	£ s. d.		£ s. d.	£ s. d.	
Vuelta Abajo Fillers ..	Cwt.	6 14 4¾	to 17 18 4¾		7 16 9½	to 19 0 9½	
Partidos	,,	5 12 0	15 1 2½		6 14 4¾	13 8 9½	
Remedios and Santa Clara	,,	4 0 7¾	10 1 7¼		4 0 7¾	9 3 8	
Cutters, Gibara, Mayarí, &c.	,,	1 15 10	5 16 5¾		1 11 4¼	5 12 0	

In Spanish gold.

Description of Leaf.	Unit.	1888.		1887.	
		Dol.	Dol.	Dol.	Dol.
Vuelta Abajo Fillers	Quintal	30	to 80	35	to 85
Partidos	,,	25	65	30	60
Remedios and Santa Clara ..	,,	18	45	18	41
Cutters, Gibara, Mayarí, &c. ..	,,	8	26	7	25

The export of leaf tobacco from Havana in 1888–87 is stated to have been as follows:—

Destination.	1888.	1887.
	Bales.	Bales.
Great Britain	..	67
Spain	36,703	31,868
United States	135,944	134,934
France	9,892	7,223
Germany	18	..
Other countries ..	79	1,272
Total	182,636	175,364

Cigars.

Throughout the first six months of 1888 the cigar market ruled quiet. In January, demand was limited to cigars of Regaliá size; in February, production had to be curtailed owing to the want of a market; and several Partido manufacturers, who attempted to work in March, met with little success, owing to the crude condition of the new leaf. For want of suitable material little was done in April and May, and although in June the market assumed a healthier tone, and in July considerable shipments—chiefly for Germany—were effected, production was limited, owing to difficulties between employers and operatives, which culminated in a partial strike, lasting from August to October, despite the efforts of the Manufacturers' Union. Meanwhile, demand had been active, and much difficulty had been experienced in fulfilling orders. When work was resumed at all the factories, in October, many of the more skilful hands had already left for the United States, and manufacturers found it impossible, in November and December, fully to meet the demands of buyers. The following table gives the published statement of the export of cigars from Havana in 1888 and the preceding year:—

Want of material.

Cigar-makers on strike.

Loss of skilled labour.

Export of cigars from Havana.

Destination.	Unit.	1888.	1887.
Great Britain	1,000	..	52
Spain	„	17,119	14,576
United States	„	188,755	129,966
France	„	11,375	13,668
Other countries	„	2,643	4,481
Total	.. ..	219,892	162,743

Direct trade with Great Britain.

It should be noted that the exports of leaf tobacco and cigars to Europe, and especially to the United Kingdom and Germany, were in reality much larger than it would appear from the foregoing statements, which are only to be taken as showing the quantities shipped from Havana, and the route by which they were despatched. As in former years, heavy shipments to England

and to Germany were effected almost weekly in 1888, but, in order to avoid the larger freights by the direct lines from Havana, these exports were, to a large extent, forwarded by way of New York, Santander, and St. Thomas, and are accordingly entered in the published tables under the heads of "United States," "Spain," and "Other countries." The exact export of tobacco to Great Britain cannot be accurately ascertained at Havana; but the stocks shipped to the United States for consumption there probably do not exceed 50,000 to 60,000 bales per annum, and the remainder of the export to the United States (excepting a small quantity shipped to France by way of New York) is sent to Germany and the United Kingdom.

The sponge trade.

Among the minor exports of the island that of sponges calls for special notice. Sponges are found both on the northern and the southern coast, but the chief ports to which they are brought for sale are Batabanó on the south coast, and Caibarien on the north. The classes included are sheep wool, velvet, hard head, yellow, grass, and glova. Very little reef, if any, is found in Cuba. On the south coast sheep wool and velvet are more abundant than on the north coast. Cuban sponges find a market chiefly in England, France, and the United States. The island itself consumes about one-tenth of all the sponges brought in, and these are used especially for the damping of tobacco, and for cleaning centrifugal machines on sugar estates. The sponge fisheries employ about 1,000 hands, chosen exclusively from among the "matriculados," or seaman who have served on Spanish men-of-war, and are still bound to serve when called upon. On the south coast are employed vessels ranging from about 5 to 20 tons, carrying from four to eight men, and each vessel is provided with from three to six small boats. On the north coast open boats, with one or two men each, are used. The annual value of the sponges brought in by these vessels is between 160,000*l.* and 180,000*l.*

Shipping of Havana.

The general shipping of the port of Havana shows a slight increase in the number of vessels in 1888 as compared with the four years preceding, and in the aggregate tonnage a more marked advance, not only on the average for the past nine years, but also on the tonnage recorded in any single year since 1879.

British shipping.

If, at the same time, the number and the tonnage of the British ships entering the port has been smaller than in almost every year during the same period, it should be noted that the British average, both as regards tonnage and numbers, is still far in excess of that recorded for the shipping of any single nation, with the exception of Spain and the United States of America, and even for all other nations combined. In this connection, too, it is well to recall what has been pointed out in former Consular reports, that shipping and trade are, in the case of this colony, not necessarily dependent on each other, for not only is it the case, as already indicated, that a large proportion of the Cuban exports for England are conveyed to American ports in Spanish or American vessels, and there transhipped, but that three

of the principal lines of carrying steamers plying between the United Kingdom and this island, although practically British, and worked, it is said, with British capital, continue to trade under the Spanish flag, in all probability owing to an apprehension that the duration of the fiscal advantages conceded, three years since, to British ships entering Cuban ports cannot be counted upon after the expiration of the Treaty of Commerce in 1892.

Sails versus steam.

The increasing use of steamers instead of sailing vessels, which has become noticeable during the last few years, was less marked in the case of British shipping, in 1888, than in that of other nations. While 37 British sailing vessels entered the port of Havana during that year, as against 31 in 1886, the total number under all flags was 439 in 1886, and in 1888 had fallen to 363. As usual, the exports sent direct to Europe were conveyed chiefly in the steamers of the great lines between Cuba and Great Britain or the Continent, and although early in the year a brisk demand for tonnage led to the chartering of a fair number of sailing vessels to the United States, the increase was of short duration; and in November a similar inquiry, for the shipment of molasses, led to very little business, as sailing vessels could not successfully compete with steamers in regard to charges—which in the case of the latter range extremely low. It is for this cause (which operates most strongly in the case of ocean-going steamers) that the carrying trade to European ports has now passed away so largely from the sailing vessels.

The Royal Mail.

About the close of the year the passenger service of the Royal Mail Steam Packet Company between Havana and Southampton was suspended, and no arrangements for its renewal have been announced. Thus there is now no direct line of passenger steamers between this port and Great Britain, or the British West Indies; and travellers leaving Cuba for these destinations must, as a rule, proceed in the first instance to the United States.

Imports.

In the absence of manufacturers of any consequence the imports of Cuba are necessarily numerous, and a fair field is thus afforded for British enterprise. If the United States have, commercially speaking, annexed the island, it is rather as regards its exports than its imports, for a considerable proportion of the latter are conveyed direct from Europe, and of those which come direct from American ports a large number are doubtless of European origin, though carried from New York in American vessels. Among the direct imports from Europe and Asia are ale, almonds, barley, beans, books, bran, brandy, bricks, candles, capers, cattle, cement, cheese, chestnuts, Chinese goods, chocolate, cider, cloth clothes (ready-made), coal, coffee, coke, condensed milk, cordage, cork, cotton, crockery, dates, delft, drugs, earthenware, figs, filberts, fish, flour, garden-stuffs, garlic, gin, grapes, guano, hats, hardware, harness, herrings, hides, indigo, ink, instruments, iron, jewellery, lentils, liqueurs, machinery, marble, meal (Indian), mineral waters, mustard, oats, olives, olive oil, onions, opium, paper, pasteboard, peas, perfumery, pork, potatoes, raisins, rice, sacks, saddlery, salt, salt fish, sardines, sausages, seed-corn, soap, starch, suet, sweet-

Conveyed direct from Europe.

Essentials of European production.

meats, tar, tea, terra-cotta, thread, tiles, tin-ware, tongues, vegetables, vermicelli, vinegar, walnuts, wheat, wicks, wines, woven-stuffs, and zinc. A number of these articles are also imported from the United States, but it appears from the published returns that the proportion in which the most common articles for daily food and daily use are derived from Europe is very considerable indeed.

Jerked beef.

The demand for beef is as large and as constant as in any European country, but the supply is limited. It is, accordingly, met to a great extent by the dried meat of South America, or "jerked beef." In 1888, the total importation of this article amounted to 385,394 cwts., and the consumption to 376,912 cwts., as against 360,892 cwts. and 368,036 cwts., respectively, in 1887. At the port of Havana, 220,316 cwts. were received, as against 244,276 cwts. in the previous year. Prices ranged, in 1888, from about 1*l.* 11*s.* 4½*d.* to 2*l.* 3*s.* 8*d.* per cwt., as against 1*l.* 10*s.* 3*d.* to 2*l.* 7*s.* in 1887.

Cod-fish.

Dried cod-fish, which, like jerked beef, is a staple of food in the island, is commonly supposed (and in the lists published by the commercial press of Havana is described) as being to a large extent imported from America. It should, however, be borne in mind that this article is, in fact, brought not from the United States, but from British America, and is, therefore, to be classed with European rather than transatlantic imports. Prices paid for Norwegian cod-fish ranged in 1888 from 1*l.* 16*s.* to 2*l.* 18*s.*, as against 1*l.* 4*s.* to 2*l.* 10*s.* per box containing 100 lbs. Cod-fish from Halifax was disposed of on the wharf at prices varying from 1*l.* 4*s.* to 1*l.* 9*s.* per 100 lbs., haddock at 1*l.* to 1*l.* 6*s.*, and hake at 18*s.* to 1*l.* 4*s.*, as against 18*s.* to 1*l.* 7*s.*, 16*s.* to 1*l.* 4*s.*, and 12*s.* to 1*l.* 1*s.*, respectively, in 1887.

Imported from British America.

Imported from Norway.

Flour.

The imports of flour were larger than in 1887, but the prices reached were not so high. For American, the extreme prices were 1*l.* 19*s.* to 2*l.* 5*s.* 6*d.* in 1888, as against 2*l.* to 2*l.* 8*s.* per sack or barrel of 100 lbs. each, in 1887; and for Spanish, 1*l.* 15*s.* to 2*l.* 2*s.*, as against 1*l.* 16*s.* to 2*l.* 4*s.*

Rice.

The total import of rice (which may be said to have become one of the necessaries of Cuban life) amounted to 818,934 cwts., of which 2,388 cwts. were shipped from Spain, and 816,545 cwts. from the East Indies by way of Great Britain, as against 786,708 cwts. in 1887, of which 1,786 cwts. came from Spain, and 784,992 cwts. from the East Indies. Extreme prices were 3*s.* 4½*d.* to 3*s.* 8¼*d.* per 25 lbs. for Rangoon, and 4*s.* to 5*s.* 9*d.* for Patna, as against 3*s.* 3¼*d.* to 4*s.*, and 4*s.* to 5*s.* 6*d.*, respectively, in 1887.

Lard.

Lard was imported to a larger amount than in 1887, or any of the 10 years preceding, the aggregate being 25,997 cwts. in excess of the average for that period. Extreme prices paid on the wharf ranged from 2*l.* 6*s.* to 3*l.* 4*s.* per 100 lbs., for that in wooden cases, and from 2*l.* 16*s.* to 3*l.* 18*s.* for that in tins; as against 2*l.* 2*s.* to 2*l.* 14*s.*, and 2*l.* 10*s.* to 3*l.* 10*s.*, respectively, in 1887, according to brand.

Coal.

All arrivals of coal during the year were, as usual, for the fulfil-

ment of private contracts, and prices have not been made public. The import from the United States to the port of Havana, is stated to have amounted to 97,447 tons, as against 53,255 tons in 1887; and that from Great Britain to 50,378 tons, as against 74,843. Thus, the American import exceeded the average of the last 10 years, which is calculated at about 66,000 tons, and was larger than that of any year during the same period, while the import from Great Britain fell far short of its average of 80,000 tons, and is the smallest recorded in the same decade.

American average.

British average.

That a further alteration in the relative proportions of the coal imports from Great Britain and the United States may take place during 1889, is not improbable. Towards the end of 1888 it became known that efforts were being made by American speculators to arrange for large shipments of coal from the Alabama mines to Cuba and other West Indian Islands. For this purpose the Export Coal Company was formed by Messrs. W. B. Munson and Company, of New York, and aid was promised to the enterprise by the Louisville and Nashville Railroad, in the form of a reduction of rates for transport from the mines to the seaboard. To guard against objections on the part of the Health Authorities at Pensacola (the port selected as the head-quarters of the Company), to the approach and loading of vessels from Cuba during the summer months, it has been decided to dispense altogether with regular colliers, and to employ steel barges, to be loaded at Pensacola, and then anchored at sea; and subsequently towed to their destination by powerful tugs, without touching at any northern gulf port. The operations are to be conducted on a scale which promises eventually an export business of 400,000 tons per annum, or about 100,000 tons more than the present estimated import to Cuba. Should this enterprise prove successful, the effect on British trade would be most unfavourable, as it would obviously be difficult for British exporters to compete with American in the matter of freights. The following table gives an approximate statement of the present condition of this import:—

British versus American coal trade.

RETURN of the Import of Coal to the Island of Cuba from Great Britain and the United States of America during the Year ending December 31, 1888.

Port of Discharge.		British Coal.				American Coal.				Total Import of Cuba.
		In British Vessels.	In American Vessels.	In Vessels of other countries.	Total.	In British Vessels.	In American Vessels.	In Vessels of other countries.	Total.	
Havana	Tons ..	50,378	..	..	50,378	..	97,447	..	97,447	147,825
Matanzas..	,, ..	13,660	3,220	4,900	21,780	4,830	20,525	..	25,355	47,135
Caibarien	,, ..	..	..	..	..	..	281	..	281	281
Cardenas	,, ..	6,904	..	..	6,904	2,485	7,903	..	10,388	17,292
Cienfuegos	,, ..	1,010	845	3,338	5,193	1,585	9,227	..	10,812	16,005
Santiago de Cuba ..	,, ..	25	..	722	747	5,255	2,071	1,659	8,985	9,732
Guantanamo	,, ..	850	..	..	850	..	100	..	100	950
Manzanillo	,, ..	..	..	..	..	..	576	400	976	976
Total	,, ..	72,827	4,065	8,960	85,852	14,155	138,130	2,059	154,344	240,196

That all the principal ports are not included in this table is due either to the impossibility of obtaining any reliable information or to the non-existence of the import. Thus Mr. Vice-Consul Sanchez Adan reports that the consumption of coal in the province of Puerto Principe is so slight—wood being abundant and cheap—that of 400 tons of coal imported to Nuevitas three years ago, 300 tons remain on hand. Again, in the neighbourhood of Caibarien wood is used for fuel both on the sugar estates and on the railways. Wood versus coal.

As regards the future of this import, Mr. Vice-Consul Fowler predicts that as most of the American coal brought into his district is conveyed by American sailing vessels, and as American coal is, so far, cheaper than European, on account of the heavier freights paid for the latter, the import of English coal to Cienfuegos will cease. Future of the coal import. At Cienfuegos.

For the same reason large quantities of American coal are now received at Matanzas; yet the prospects of the import from Great Britain do not seem wholly unfavourable. British coal, however, costs at least 4*s.* per ton more than that from the United States, and the latter is now used in considerable quantities on sugar estates and railroads. Mr. Vice-Consul D'Costa reports that "there has been more or less prejudice against American coal on account of its fineness and dusty character—scarcely any lumps being visible—owing to which much was lost in transport. Formerly the grate-bars were arranged so far apart that the coal dropped through, but of late this difficulty has been overcome, and, besides, the coal now seems to be better mined. Again, it can be obtained in small quantities if required, and, the United States being so near, it can be delivered in a comparatively short time, as vessels, both steam and sailing, are almost constantly at hand wanting cargoes of this nature for Cuba, and more particularly for this port. It often happens that dealers await lower prices until it is too late to purchase from England, and are compelled to order from the United States; and in this way consumers have become familiar with American coal, and the importation has increased from year to year until it has obtained a strong hold in this district, where consumption is also greatly on the increase. Numbers of estates which formerly used wood and 'bagazo' (or the refuse of the cane) for fuel, now employ coal exclusively, as wood is high-priced, unsuitable, and difficult to get, and 'bagazo,' after being allowed to decay, either in large depositories or holes dug deep in the earth, becomes a fertiliser so excellent that planters find it profitable to use it for this purpose, and buy coal for fuel. British coal is, as a rule, of better quality and more lumpy than the American, and is always in better demand and at a higher price. Even that coming from Troon (the lowest-priced coal from Great Britain, and that almost entirely used here) is better liked than any American coal coming to this market. My opinion is that the importation of coal, particularly American coal, will increase; but that the excellent quality of the English coal will insure its being imported in at least as great quantities as in the near past." At Matanzas. Mr. Vice-Consul D'Costa's report. "Bagazo." Fertiliser or fuel.

British capital in Cuba.

From what has been said it will appear that in the production of sugar and tobacco, not to mention less-developed industries, a fair field is open in this island for British enterprise. During the past year, as already reported by Mr. Consul-General Crowe,* nearly 1,000,000*l.* of British and colonial capital has been invested in the cigar and cigarette trade by the recently formed Partagás Company (Limited); and the Henry Clay and Bock Company, of London; and the Manilla, New York, and Havana Company of Melbourne; and it is commonly reported that similar investments are likely to be made in the sugar industry before the close of the year 1889. Should this be the case, the new departure would probably be regarded favourably by Spaniards and Cubans alike —whatever surprise or uneasiness it might give rise to among competing capitalists from other countries—as it is fully understood that the interests of Great Britain in this island are of a purely commercial character, and that their development can, therefore, tend only to the promotion of social order and the security of property. What is chiefly wanted to restore commercial prosperity to Cuba is the introduction of capital from abroad in such a way as to open new fields to native industry, rather than to risk the transfer of remunerative labour to foreigners. In the case of the culture and preparation of tobacco it is clearly the interest of investors not to replace experienced native management and labour by foreign and unskilled hands; and the same thing is hardly less important in the case of sugar production. The sugar-growers have struggled manfully to surmount the difficulties of their altered position, and what they now require, in order to succeed, is just such aid as British capitalists might afford them, without losing sight of their own interests. Cubans are by no means deficient in intelligence or business capacity, though not possessed of the industry and method of the Anglo-Saxon traders; and it seems probable that commercial combinations in which British capital and caution should have command of Cuban quickness and experience would lead to results satisfactory to both investors and employed.

Cattle.

Another field for enterprise may, perhaps, be found in cattle breeding, which has already been attempted with such success as to check the import trade. At the same time the difficulties to be overcome are not trifling. For example, it is reported that of some 21,154 head of horned cattle, 4,336 horses, 428 mules, 3,366 pigs, and 704 sheep, registered in the district adjoining Sagua la Grande, quite 10 per cent. were lost in 1888 owing to the drought. In spite of this, however, in the same district some 5,000 acres of well-watered land—which had been worked as a sugar estate until the buildings and plant were wholly destroyed by the cyclone of September 4—have been laid down as a grazing farm. Referring again to Puerto Principe, where agriculture was, until the Revolution, more developed than in any other of the six Cuban provinces, Mr. Vice-Consul Sanchez Adan reports as follows:—"The loss of cattle was not serious last year, owing to

Mr. Vice-Consul Sanchez Adan's report.

* Miscellaneous Series No. 115.

the abundance of pastures and watering-places, and the dry season had no unfavourable effect. What the province suffers from is the scanty price which cattle command, and this is undoubtedly due to the excessive taxation upon them. At present heifers two and three years old only fetch 4*l.* to 4*l.* 8*s.*, whilst before the war the same would have fetched 6*l.* to 6*l.* 8*s.* There is no market for these but that of Havana, whither 20,000 to 25,000 per annum are sent by the Herrera steamers, at a cost of 12*s.* per head. It is stated that the Government proposes to increase the duty on meat brought from Monte Video, and it is believed that in consequence our cattle will command a higher price."

Prohibitory duty.

Want of a market.

It may be added that the cultivation of the various Cuban fibres, especially the hénequén and the sanseveria, or lengua de vaca, made fair progress in 1888; and now that the excellence of the material to be obtained from these long-neglected plants is acknowledged by European manufacturers, it seems that this peasants' industry needs only to be organised and directed into profitable channels in order to form an important addition to the exports of the island. The Cuban Fibre Company, of London, has already entered into contracts with growers, on the joint account, undertaking to clean the fibre when grown, and prepare it for the market; and it seems that in order that this produce of the poorest land may be made lucrative nothing more is required than some adaptation to the new industry of the Central Factory system, which has already done so much to revive the sugar trade of Cuba.

Fibres.

The Cuban Fibre Company.

It should, however, be clearly understood that investments such as these are of a distinctly hazardous character, unless effected through agents who are not only trustworthy, but also experts in the commercial customs of this colony, and the practical administration, as well as the principles of the Cuban laws relating to property and contracts. Moreover, any signal success would not be without its attendant risks. Manufactures would already have attained greater development, but that enterprise has been discouraged by the fear of taxation; and it is worthy of note that Spain has continued to levy an export duty on sugar during the most anxious period of its competition with bounty-fed sugar, and that the comparative prosperity of 1888 has led to suggestions for an immediate increase of the impost.

Security for investors.

Taxes on industry.

Whatever risks may be incurred by investors in other ways, none need be anticipated from any disturbance of the peace of the island. The rebellion has been effectually crushed out, and it seems certain that whatever political problems may have to be worked out in Cuba, recourse will not again be had to physical force. Brigandage still prevails to some extent in thinly-peopled country districts, but this is merely the resource by which escaped criminals, and persons too deeply implicated in crime, venture into the towns to seek a livelihood, and has no political purpose. In Havana itself, life is, no doubt, less secure than in European cities; but the murders, which are of frequent occurrence, are

Law and order.

Havana.

usually committed here, as elsewhere, in connection with robbery or burglary, or with quarrels arising among the native populations in the lowest quarters of the town. The appointment as Civil Governor of Mr. Carlos Rodriguez Batista, a Cuban by birth, whose able administration has won for him the confidence of all parties and classes, has done much to secure public peace in the capital; and with the disbanding, through his influence, of the various murder clubs known as "Los Nañigos," towards the close of 1888, organised assassination, which had survived till then as a relic of the Revolution, came to an end in Havana. Police surveillance is still of the strictest character, but the island is no longer under martial law; and, although the garrison consists of upwards of 20,000 troops, this force falls far short of the numbers which have until lately been considered necessary by the Government for the maintenance of order in the colony.

Dissolution of murder clubs.

The garrison reduced.

The electric light.

In the city, material appearances of prosperity and enterprise are not wanting. Wharves and warehouses are crowded with merchandise, and shops in all the principal business streets thronged with purchasers. In December, the Spanish American Gas Company made arrangements with the Westinghouse Electric Company, of Pittsburg, United States of America, to purchase from them an electric light outfit. The plant situated in the No. 1 gasworks, at the head of the bay, consisted, in the first instance, of three vertical steam boilers, of 150 horse-power; one compound condensing engine, of 135 horse-power; and one 75 horse-power; one alternating current dynamo, of 1,500 16 candle-power incandescent lamps, and two arc lights dynamos. Considerable extension of lighting is contemplated during 1889; the demand for the new light being great, and a local Government order, requiring that all theatres and places of amusement shall be lighted by electricity in the course of the autumn.

Social problems.

It is impossible, however, to report favourably on the condition of Havana as a whole. Serious social problems present themselves on every side.

The distribution of wealth and work is unequal: poverty of the direst description is found among the working classes; and, while scarcity of labour in the country embarrasses producers, Havana, into which one-seventh of the whole population of the island has flocked, is filled with men and women for whom work cannot be found; and so great is the social pressure, that what in Spain is regarded as women's work is here usurped by men, so that occupation for men, even in laundries, is hardly to be met with. Added to this, no effective measures have yet been taken to improve the hygienic condition of the city. The ravage of yellow fever, which are confined to European immigrants, carried off 505 persons in 1888, as against 568 in 1887; and small-pox, which attacks persons of all colours and nationalities, had 550 victims last year, as against 1,654 in the preceding year. But it is significant of the conditions under which the people live, that in 1888, 1,326, and in 1887, 1,310 deaths were due to pulmonary consumption—the larger proportion of victims in each case being

Hygienic conditions.

among the coloured people; and that, in a population estimated at 200,000, the aggregate of deaths was last year 6,605, as against 8,360 in 1887.

Annex A.—Return of all Shipping at the Port of Havana in the Year 1888.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	37	13,669	74	77,126	111	90,795
Spanish	122	43,502	272	488,924	394	532,426
American	188	99,852	314	461,055	502	560,907
French	1	285	30	69,244	31	69,529
Norwegian	9	4,310	3	2,494	12	6,804
German	2	1,342	1	1,468	3	2,810
Other countries ...	4	2,415	1	418	5	2,833
Total	363	165,375	695	1,100,729	1,058	1,266,104

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	34	11,963	73	75,953	107	87,916
Spanish	146	50,934	290	529,850	436	580,784
American	203	111,012	323	466,789	526	577,801
French	1	285	31	71,187	32	71,472
Norwegian	8	3,882	3	2,494	11	6,376
German	2	1,342	1	1,468	3	2,810
Other countries ...	5	2,826	1	418	6	3,244
Total	399	182,244	722	1,148,159	1,121	1,330,403

Annex B (1).—Return of the Principal Articles of Export from Havana during the Years 1888 and 1887.

Articles.		1888.		1887.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Sugar	Tons	143,459	1,954,003	175,002	1,983,355
Molasses	Gallons ...	6,254,675	96,500	4,797,100	84,292
Honey	,, ...	105,600	4,950	139,900	6,995
Wax	Lbs.	310,200	15,044	406,300	21,330
Rum	Gallons ...	1,269,750	68,393	941,125	45,926
Tobacco (leaf)	Cwts. ...	163,067	1,369,770	156,585	1,315,230
,, (cigars)	Thousands ...	219,892	2,198,920	162,743	1,627,430
,, (cigarettes)	Packages ...	26,721,232	133,606	20,726,669	103,633
,, (scraps)	Cwts. ...	7,342	15,181	6,637	13,724

Annex B (2).—Return of the Principal Articles of Import to Havana during the Years 1888 and 1887.

Articles.		1888.		1887.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Jerked beef	Cwts. ...	220,316	413,313	244,276	471,941
Codfish (British American) ...	,, ...	21,300	31,609	26,287	33,123
,, (Norwegian)	,, ...	29,739	78,273	33,237	68,868
Flour (American)	,, ...	293,509	347,220	290,905	358,395
,, (Spanish)...	,, ...	212,496	229,071	173,248	194,038
Rice	,, ...	818,934	771,026	881,113	737,932
Lard	,, ...	175,127	593,236	169,924	513,850
Coal (British)	Tons	50,378	25,189	*	*
,, (American	,, ...	97,447	29,234	53,255	15,976

* No return.

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Printers in Ordinary to Her Majesty.
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FOREIGN OFFICE.

1889.

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SPAIN.

REPORT FOR THE YEAR 1888

ON THE

TRADE OF BILBAO.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 408.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

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SPAIN.

BILBAO.

Acting Consul Larrea to the Marquis of Salisbury.

My Lord, *Bilbao, September* 18, 1889.

I HAVE the honour to transmit to your Lordship a Commercial Report on the Trade and Navigation of Bilbao and Santander for the year 1888.

I have, &c.
(Signed) VICTOR DE LARREA.

Report by Consul Young on the Trade and Commerce of Bilbao for 1888.

The number of British ships at this port last year was less than those entered in 1887, as will be seen by the following statement. British shipping.

ENTERED.

Year.	Number of Vessels.	Tonnage.	Crews.
1884	1,665	1,793,427	28,716
1885	1,695	1,761,541	28,515
1886	1,709	1,882,430	28,625
1887	2,299	2,556,942	39,053
1888	1,870	2,014,517	31,279

CLEARED.

Year.	Number of Vessels.	Tonnage.	Crews.
1884	1,658	1,786,774	28,606
1885	1,695	1,759,092	28,491
1886	1,708	1,892,704	28,618
1887	2,301	2,557,424	39,074
1888	1,871	2,012,015	31,311

Entered. The proportion between vessels entering with cargoes and those in ballast has been about the same as the previous year, viz.: —19·40 per cent. entered with cargoes (17·60 per cent. from England direct), 80·60 per cent. entered in ballast (47·20 per cent. indirect from France); and in the same manner, vessels coming in ballast, engaged in the indirect trade, have followed the same route as last year, proceeding from France, Spain, Portugal, Italy, Belgium, and Holland.

Cleared. The proportion of British ships sailing direct for the United Kingdom has been 90·60 per cent.; with the exception of 3 vessels bound for foreign countries, in ballast, all British vessels left the port with cargoes.

General shipping. The following table shows the comparative general shipping in 1888.

Nationality.	Number of Vessels.	Tonnage.	Crews.	Passengers.
British	1,870	2,014,517	31,279	704
Spanish	1,468	367,689	15,959	2,327
French	342	218,725	5,401	162
German	125	88,022	2,106	51
Dutch	91	76,066	1,670	14
Belgium	78	61,709	1,456	35
Norwegian	59	20,046	720	31
Swedish	2	1,242	32	..
Danish	12	1,050	66	1
Italian	6	3,240	107	2
Portuguese	4	3,469	70	..
North American	5	2,931	49	..
Total	4,062	2,858,706	58,915	3,327

The total number of vessels that entered with cargoes, in 1888, was 1,725, out of which 1,159 were Spanish, and 566 foreign.

Pilotage. Pilots have resolved to render pilotage services by means of steam launches.

Trade and Commerce.

Chambers of Commerce. The establishment of local Chambers of Commerce, in Spain, has undoubtedly proved of service in removing obstacles to trade, and improving shipping regulations.

Harbour Trust. The Harbour Trust works unremittingly in the interests of the port; in addition to the minor improvements already reported, several sheds for safeguard of goods have been constructed, and both sides of the river have been supplied with a number of powerful steam cranes to facilitate loading and discharging operations.

Imports. The following were the principal articles of importation at this port in 1888.

Coal and coke. The importation of British coal in 1888 was about the same as in 1887, but that of coke had a considerable increase as will be seen by the following tables.

BRITISH COAL.

Consumers.	1887.	1888.
	Tons.	Tons.
Altos Hornos furnaces	39,667	36,936
San Francisco furnaces	813	487
Vizcaya furnaces	1,849	10,039
Other minor works, shipping supplies, railways, and gas companies, &c..	100,129	91,487
Total	142,458	138,949*

* 91 per cent. of coal was imported in British vessels.

The importation of Spanish coal was 28,533 tons.

BRITISH COKE.

Consumers.	1887.	1888.
	Tons.	Tons.
Altos Hornos furnaces	65,425	70,961
San Francisco furnaces	59,204	56,404
Vizcaya furnaces	49,404	74,628
Minor consumers	3,621	4,856
Total	177,654	206,849*

* 75 per cent. was imported in British vessels.

The Vizcaya Iron Works has completed the construction of 144 coke ovens, which it is stated will produce from 250 to 300 tons per day, for their own consumption.

The import of timber continues decreasing, owing to a slack demand for building purposes. Timber.

	1886.	1887.	1888.
	Cubic metres.	Cubic metres.	Cubic metres.
From Sweden	50,410	45,920	41,974
Norway	4,710	4,807	2,381
Finland	6,744	7,976	3,830
North America	3,266	3,409	2,736
Total	65,130	62,112	50,921

Cod fish.

Cod fish was imported in about the same quantities as the previous year, the demand for Scotch fish continuing to increase.

	1886.	1887.	1888.
	Tons.	Tons.	Tons.
From Norway	6,303	6,431	6,791
France	1,811	1,277	1,104
Iceland	1,809	1,410	1,379
Scotland	86	610	694
Total	10,009	9,728	9,968

Petroleum.

The quantity of petroleum imported was 8,032 tons. Other articles of importation were almost the same as reported for the previous year, with the exception of French building stones, fire-clay, grains, and machinery, which show an important increase.

Exports. Iron ore.

The exportation of iron ore decreased last year, owing to a slack demand from the United Kingdom and Holland, and to almost nil exports for the United States.

The following is the total exportation for the last five years :—

	Tons.
1884	3,378,234
1885	3,155,432
1886	3,295,982
1887	4,170,422
1888	3,591,637

The above exports were for foreign countries, but it may be mentioned that last year 320,576 tons were shipped at small ports outside Bilbao Bar, and 39,956 tons were shipped coastwise.

The percentage of the iron ore exported to different countries during the last five years has been as follows :—

	1884.	1885.	1886.	1887.	1888.
To United Kingdom { England ..	51·66	49·91	57·02	56·94	56·18
To United Kingdom { Scotland ..	11·44	12·29	11·02	11·53	12·91
Holland	19·06	19·84	16·60	16·96	17·93
Belgium	3·25	2·84	3·53	2·36	2·89
France	14·44	14·90	10·53	8·56	9·68
United States of America ..	0·15	0·22	1·40	3·65	0·41

The gradation of the importing ports in the United Kingdom continued the same, viz., Middlesbrough, Cardiff, Glasgow, Newport, Newcastle, Stockton, Sunderland, Swansea, West Hartlepool, &c.

The mining railway lines inside the port are five, viz. :—The Bilbao River Railway Company, which conveyed and shipped one-fifth part of the total ore exported in 1888; the Triano Railway, which conveyed and shipped one-third of the total ore exported in 1888; the Franco-Belge Railway, which conveyed

and shipped one-seventh of the total ore exported in 1888; the Orconera Railway, which conveyed and shipped one-fourth of the total ore exported in 1888; and the remaining one-twelfth part was shipped by the Regato Railway, and from the different deposits of ore along the river.

British tonnage continues conveying the largest proportion of the mineral exported from Bilbao; 70 per cent. of the total exportation of last year was conveyed by British vessels.

The exportation of pig-iron in 1888 was as under:— Pig-iron.

Works.	Italy.	Portugal.	France.	Belgium.	Holland.	Germany.	Russia.	England.	Coasting.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Altos Hornos ...	9,620	...	700	...	...	3,000	...	100	8,001	21,421
San Francisco ...	20,586	...	660	...	800	3,330	...	...	14,217	39,593
Vizcaya	28,549	1,900	3,589	847	8,421	2,450	1,352	...	25,583	72,791
Minor founders ...	...	...	171	45	...	...	...	...	1,087	1,303
Total	58,755	1,900	5,220	892	9,221	8,780	1,352	100	48,888	135,108

The exportation of wine was only 1,376 tons. Wine.

The total custom duties collected last year amounted to 410,640*l.* Customs duties.

General.

The year 1887 was remarkable in the commercial annals of Bilbao for the decision and sanction obtained, at the time of the Queen Regent's visit, for the formation of the exterior port, but scarcely less important was the new era of industry inaugurated during the past year by the concession to Bilbao of three out of five men-of-war which the Spanish Government had decided to construct. It is probable, as capital and material are available to any extent on the spot, and foreign artisans, if required, are always at command, that Bilbao in the course of a few years will regain the celebrity it formerly possessed for shipbuilding, an industry which, on the introduction of iron vessels, gradually dwindled and became extinct on the river Nervion about 25 years ago. So far as regards capital, the private and commercial means of Bilbao are so large that there will be no need to seek foreign aid for future undertakings in this or any other branch of trade. By the last report of the Bank of Bilbao it appears that that establishment holds on deposit, without interest, securities to the amount of 10,000,000*l.*; a fact which sufficiently demonstrates a vast accumulation of wealth among the merchants, bankers, shopkeepers, retired colonists (Indianos), and private individuals of this remarkable town. At the same time it is satisfactory to observe that there is by no means any aversion to the participation and assistance of foreigners in developing new sources of trade and industries. The recent union of Messrs. Charles Palmer and Co. with Mr. Martinez de las Rivas, under the title of Rivas, Palmer and Co., for the construction of the Spanish cruisers, and the contract for the port works conceded to a French firm, Shipbuilding.

Messrs. Felix, Allard and Co., are notable instances (among many others) that in these days of keen competition the Basque provinces should not be lost sight of as a field for British enterprise.

With respect to the iron ore trade, undoubtedly the origin of the advance made by Bilbao in quite recent years, it is true some of the best mines in the immediate vicinity of the port are becoming exhausted; but Biscay is an "iron country," new districts for the extraction of its metallic soil are being selected every day, and in a few years the province will be intersected by a network of railways in communication with the port of Bilbao. Consequently there is no reason to fear any sensible diminution of the export of iron ore at present.

It may be added that, at the date of this report, the port works have been commenced, and the keels of the Spanish cruisers have been laid down.

SANTANDER.

RETURN of all Shipping at the Port of Santander in the Year 1888.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	1,424	113	67,761	116	69,185
Spanish	8	2,500	235	285,685	243	288,185
French	8	666	73	119,306	81	119,972
Norwegian	28	8,917	28	8,679	56	17,596
German	1	158	28	12,343	29	12,501
Belgian	...	...	27	13,600	27	13,600
Dutch	...	...	2	1,020	2	1,020
Total	48	13,665	512	508,394	560	522,059
,, for the year preceding ...	...	...	...	...	541	518,149

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	1,424	113	67,761	116	69,185
Spanish	5	1,801	236	287,254	241	289,055
French	8	666	73	119,306	81	119,972
Norwegian	28	8,917	28	8,679	56	17,596
German	1	158	28	12,343	29	12,501
Belgian	...	...	27	13,600	27	13,600
Dutch	...	...	2	1,020	2	1,020
Total	45	12,966	507	509,963	552	522,929
,, for the year preceding ...	...	...	...	...	527	509,612

RETURN of Principal Articles of Export from Santander during the Year 1888.

Articles.		1888.		1887.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Flour	Cwts. ...	350,000	238,000	300,000	204,000
Ore	Tons ...	49,300	18,000	46,000	17,000
Wine	Gallons...	1,530,200	186,510	1,393,000	140,000
Alimentary substances	Cwts. ...	61,890	172,000	67,000	176,000
Other articles	...	...	270,620	...	255,000
	...	...	885,130	...	792,000

RETURN of Principal Articles of Import to Santander during the Year 1888.

Articles.		1888.		1887.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Stone, marble, bricks	Tons ...	416	900	556	1,130
Coal	,, ...	77,330	62,000	52,600	45,000
Tar, pitch, petroleum	,, ...	1,756	10,000	4,586	34,724
Glass	Lbs. ...	329,000	16,000	300,000	12,600
Earthenware	,, ...	243,712	1,663	230,000	1,200
Iron and steel manufactures ...	Tons ...	2,336	31,780	29,000	40,000
Copper and its alloys	,, ...	124	12,900	120	12,600
Chemicals, vegetable oils	Lbs. ...	2,217,670	23,784	1,787,000	22,337
Colours, dyes	,, ...	406,000	18,000	326,000	12,000
Perfumery, stearine, soap, starch, wax	,, ...	888,000	19,400	850,000	17,000
Cotton, raw	,, ...	140,000	3,300	227,000	7,166
,, spun and woven	,, ...	342,800	51,360	226,500	41,102
Flax and hemp yarn...	,, ...	841,000	41,300	841,160	38,000
Linen textiles...	,, ...	53,720	26,370	50,100	23,800
Woollen ,, ...	,, ...	373,000	87,500	364,000	85,200
Silk tissues	,, ...	9,300	13,790	8,040	12,000
Paper, books, stationery	,, ...	839,000	19,400	898,000	18,420
Timber...	,, ...	472,000	6,270	830,400	9,520
	C.M. ...	20,000	30,270	23,900	36,000
Furriers' wares	Lbs. ...	57,300	2,860	65,000	3,000
Tobacco	Cwts. ...	85,000	150,000	80,000	120,000
Machinery	Lbs ...	913,000	26,300	1,132,000	26,000
Alimentary substances and animal fats	Cwts. ...	60,700	103,000	79,972	114,132
Dried cod fish	,, ...	83,460	124,500	89,570	114,600
Fancy goods	Lbs. ...	62,600	6,530	83,000	8,000
India-rubber manufactures, oil-skins, tarpaulins	,, ...	116,500	6,000	132,000	10,680
Alcohol, wine, beer	Gallons...	279,260	23,360	403,000	30,480
Other articles...	...	...	48,000	...	30,000
Total	...	...	966,537	...	926,701
Cuba	...	...	651,000	...	537,000
South America	...	...	207,000	...	210,000
Grand total	...	...	1,824,531	...	1,673,700

Of late years much has been said and written about the supposed decline of British trade abroad, and the successful competition of Germany, France, Belgium, and the United States in those markets where it formerly reigned supreme. It is not in the province of this report to discuss such a world-wide question, except to submit that the commercial progress of the above countries has been accompanied by a corresponding movement, or at least the maintenance of the usual preponderance on our part.

In the above return of foreign exports to Spain, Great Britain is far ahead of Germany, France, and Belgium in iron, steel, and copper manufactures, cotton, thread, and textiles, flax and hemp yarns, linen and woollen fabrics, and machinery, all very important items of international traffic.

TABLE Showing the Total Value of all Articles Exported from and Imported to Santander from and to Foreign Countries in the Years 1887–88.

Countries.	Exports.		Imports.	
	1888.	1887.	1888.	1887.
	£	£	£	£
Great Britain	18,000	16,100	395,000	323,498
United States	1,000	1,400	236,000	129,423
Norway	..	300	159,408	172,635
France	19,600	24,000	105,226	101,979
Germany..	2,330	5,800	78,240	98,157
Belgium	..	700	76,663	101,009
Italy	24,000	20,000	..	..
Total	64,930	68,300	1,050,537	926,701
Cuba	750,000	701,000	651,000	537,000
South America	70,200	68,800	207,000	210,000
Grand total	885,130	838,100	1,908,537	1,673,701

The above table is arranged in the order of the total value of the exports to Santander of each country.

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SPAIN.

BARCELONA.

Consul Wooldridge to the Marquis of Salisbury.

My Lord, *Barcelona, August* 30, 1889.

I HAVE the honour to forward herewith a Report on the Present Condition of Agriculture in the Provinces of Catalonia and Valencia.

I have, &c.
(Signed) FRANK WOOLDRIDGE.

Report on the Agricultural Condition of the Provinces of Catalonia and Valencia.

No statistics on agriculture, or any results of harvests in Catalonia, are published by the Chamber of Commerce in Barcelona, so that it is most difficult to know whether the harvests of cereals, grapes, and other produce have been, with any certainty, abundant or not. Several reports—most, no doubt, of authenticity—come in from the several districts, and from them, and from information obtained from those interested in agriculture, I have been able to produce a fairly accurate account of the harvests and state of the country.

Statistics unpublished in agriculture

Reports received only.

Reaping time being now over, and threshing being in operation, the result of the harvests of wheat, barley, and maize, and of all early crops in the districts of Barcelona and Villafranca, are shown to have been only middling, whilst that of grapes is almost an utter failure. The phylloxera and mildew have invaded and extended over parts hitherto untouched, many new centres having been discovered in the valley of Ordal, which is distant from the tainted vineyards, and the discovery was therefore quite unexpected; and it is now reported that, through the extension of the ravages of these pests, proprietors are almost decided to cut down their vine plants to the ground with the hope of saving them. In that case, even if they survive and grow there will be

Result of harvest of cereals middling.

A failure in that of grapes.

Phylloxera and mildew.

Growers almost decided to cut down the vines.

The consequences.

no fruit for three years, and, in anticipation of that, last year's wine will not be turned out of the vats; and as they will have to turn out the wine next year, there will be no new must to replace it. This will be not only a heavy loss to proprietors, but it will also injuriously affect the interests of the cream-of-tartar manufacturers, as there will be no wine lees, which is used in its production: these are, therefore, getting up a petition to the Government to remove, for the time being, the duty on the importation of French wine lees, otherwise they will have to close their factories.

Injury to cream-of tartar makers.

Vineyards destroyed almost at Panadés.

The vineyards at Panadés may, also, be considered as almost totally destroyed, since there are neither grapes nor shoots on the plants, the application of sulphate of copper having been found to be useless against the mildew, and the loss of such an important harvest has carried consternation among the proprietors and labourers.

Mildew at Vendrell.

From Vendrell it is reported that, through the unseasonably damp weather in May and June last, the mildew made its appearance, and is extending so fast that if not checked the whole district is likely to be affected. Sulphate of copper has, as usual, been tried, but to no purpose, and it is believed that this remedy has only a preventative and not a curative character. The vintage has therefore been decidedly poor, and owners of bodégas (wine stores) decline to dispose of the superior sorts of wine at any price.

Sulphate of copper found to be useless.

Lérida.

From Lérida the reports of the appearance of the fields and plantations were, generally, promising from the beginning, the result showing that the harvests of cereals have been a fair average. Much damage, however, was caused to cultivation in the low lands along the banks of the river Ségre, which rises in the Pyrenees, by the overflowing of that river in June last, completely inundating the district in its vicinity. A large portion of the district near the river is wooded, so that it was not much affected by the rising of the water; but all garden cultivation was destroyed, and many cottages and huts swept away, though no personal disaster is reported.

Cereals a fair average harvest.

Overflowing of the river Ségre.

Camprodon June floods.

Rye good.

Potatoes bad.

In Camprodon the June floods caused some destruction to the crops of wheat and barley, but that of rye has turned out to be very good. Not so, however, that of potatoes, which is scanty through the unseasonably wet weather.

Wheat in Gerona poor.

In San Feliú good.

The harvest of wheat is reported from some parts of Gerona to have been very poor, it having only been 50 per cent. of last year's crop; but in the district of San Feliú de Guixols the wheat crop was especially fine and abundant, and the few vine plantations, in spite of the usual pests, present a good appearance. Not much interest is felt, however, in that district with regard to vine culture, since the inhabitants depend, almost solely, on the cork industry, which flourishes in spite of the obstacles met with to its introduction in foreign markets, in which is accepted, without dues, cork in its raw state; and it is observed that, thanks to the recent introduction of machinery in the making

The cork industry.

of corks, it can compete successfully with even the cork industry of the United States, in spite of the ad valorem duty of 25 per cent. In that district it is noticed more than in any other of the province of Gerona the change that is taking place in the system of elaboration of corks, and during the last few years hundreds of machines have been installed, and are likely to multiply, giving work to numerous families from the villages of the interior, which have been reduced to poverty by the failure of harvests and other misfortunes. The operations of removing the cork from the trees have been completed, but at present there appears to be no great animation among purchasers, the parcels of new cork not being much in demand and the prices being reduced. In spite of the general apathy of proprietors of cork woods, and of the authorities, in the face of the damage that threatens the existence of the cork trees by the presence of a voracious worm, spoken of in former reports, it is satisfactory to state that this pest has notably diminished this year, owing to the rigorous persecutions of it by a greenish beetle, armed with a kind of needle, which attacks and kills it, whilst another of its enemies is described as destroying their nests whilst incubation takes place, and devouring the eggs.

Machines now used in making corks.

Operations of removing cork over.

Prices at present low.

Cork pest.

From Figuéras it is reported that a very alarming development of a certain insect is taking place in the Ampurdán district, which attacks the olive trees, and it is feared the harvest of olives will be very scanty. Many of the trees are dying, and unfortunately olives constitute almost the only agricultural wealth of the district. The authorities and proprietors have become so alarmed that meetings have been called and measures adopted against the evil.

Figuéras and Amperdán.

Disease in olive-trees.

From Cervéra advices come that the vines, after looking healthy and flourishing, have suddenly assumed a bad appearance, yellow spots having shown themselves on the young branches, which in a few days drop off with the grapes on them. Wines, which a fortnight ago paid 15 pesetas (12*s.*), now pay 23 and 25 (17*s.* 8*d.* and 19*s.*) per cargo (250 lbs.). Large numbers of purchasers from France have arrived in the district. At Valls the vines have apparently escaped the pest; but the nut and locust-bean trees are not in a flourishing state.

Failure in the vines in Cervera.

Prices of wine much raised.

The railway works between San Feliú and Gerona are progressing but slowly; but shortly it is expected that a decisive and durable impulse will be given to the works, and that they may be completed in four months. The section between Llagostéra and Castillo de Aro is almost finished.

Railway works between Gerona and San Feliú.

One section almost completed.

Emigration has been greatly on the increase from the interior, and agricultural labour has become so much reduced in consequence that proprietors of land and other property are disposing of them at any price. It was reported that about 1,000 families had deserted the province of Lérida and embarked at the ports for South America. This may be an exaggeration, but the number, no doubt, has been large; and every encouragement is given to contractors by the South American Governments to

Emigration.

procure emigrants. Even schoolmasters are leaving the country, unable to earn a livelihood, whilst suicides have occurred among this respectable class: there is no doubt that the emigration will go on increasing, for the state of agriculture in general in my Consular district is so deplorable that sufficient produce cannot be raised for food. Slight encouragement has been given lately to agriculturists by the raising of the duty on the importation of wheat, flour, and alcohol; but it is almost too late, considering the desperate state of affairs.

Advices from Valencia.

Advices from the province of Valencia have come to hand, showing how intense is the agricultural depression in that province; and I am tempted to give a free translation of a report from a well-known and influential person of Valencia, which may be safely accepted as the true state of affairs:—

Report on agricultural state of Valencia.

"Valencia, once so celebrated for the richness of its fields ('campos') has declined so much in its prosperity that it is no exaggeration to say that rustic property has, in five years, suffered a depreciation of 25 per cent., or a fourth part lost, occasioned not by the unfertility of the soil, nor by the phylloxera and other pests which destroy harvests, for, with the exception of mildew, which last year did injury to the vines, the farmer has not had to struggle with those natural and inevitable evils. Its misfortune is otherwise: hopeful sowing, excessive labour in cultivation, expenses in manure, and irrigation, satisfied that the soil matures its fruits; and so when the wine stores (bodégas) and granaries were full, the difficulties began, because the purchaser did not appear, and the accumulated production resulted in useless and unprofitable riches. This in general terms is the crisis: no outlet for the produce of the soil, and ruinous prices for rural industry.

Reasons for depreciation of property.

Principal productions of Valencia.

"The principal productions for exportation are wine, oil, rice, oranges, raisins, early fruit, and vegetables. When exportation declines the plethora of harvests chokes us, and the labourer dies in the midst of abundance! This is what is happening now. Where will you find districts so rich in rice as Succa and Cullera? in oranges as Carcagente and Alcira? in wine as Requena and Utiel? To enviable prosperity has succeeded swiftly, almost without gradation, wretched ruin.

A rage among Valencians for cultivation.

"Ten years of peace, following the happy establishment of the monarchy, and the apparent future, which agricultural production presented, had redoubled the eagerness with which the Valencian delivered himself to the cultivation of the fields; cultivation had even been extended to the most sterile places; on all sides powder and dynamite were being employed in clearing the soil of rocks, in order to plant vines and fruit trees. The citizens devoted themselves to this work equally with the country people. The merchant and industrial liquidated their capital to purchase farms and to make plantations. The lawyer, the doctor, the office clerk, hoarded their means, and went into the country on Sundays to plant, also, their vineyard or garden, forgetting the adage 'Labrador de capa negra poco medra' (a labourer and fine clothes are not adaptable). The result being that, in a few years, millions

of pesetas (9*d.* each) and much activity had been invested in the soil. When, however, the moment came to gather the harvest, the disillusioning ('desengaño') was great and bitter; the mine of gold was converted into dross. The capital was not lost, but it remained wasted. Their interests did not correspond with the calculations of their acts, especially among proprietors, who, reduced by the high price of fruit, appealed to credit, with the object of improving their farms, or to acquire others, the result being that they were bent down with the load of rents and mortgages without any means of liberation. Failure.

"If the situation is bad for the better classes, it is yet worse for the labourers, and also for the peasant proprietors Many of them are starving, and have lost the last thing a man should lose, hope; the proof is that emigration to America began, and now an emigrating current is thoroughly established. The poor people, believing that the bosom of the country is exhausted, look abroad where they may gain a living. Situation of peasants. Emigration.

"Such is the piteous state of Valencia; yet, as an impartial critic of the agricultural crisis, it only obeys the general circumstances that affect all Europe as regards rural production, and to especial causes of locality. For a quarter of a century Valencia has been privileged as regards her products. Valencia oranges are sold by heaps in London, Paris, and New York, which were before reserved for the tables of the wealthy, and 'gourmets' paid any price for the earliest fruit of the season. As in the case of the tea trade in British vessels with China, so French agents disputed in Gandia, Alcira, or in Silla the first basket of tomatoes or French beans (*Judias verdes*), and the first case of oranges or apricots. This privilege is declining yearly, for various reasons— the opening of the Isthmus of Suez, and swifter vessels and low freights permitting distant countries, more fertile and more economical in production, to compete advantageously with Spanish fruit. Formerly large quantities of the arachids (earth-nuts), which grow well in Valencia, were purchased by Frenchmen for the manufacture of oils; now not a single sack is exported, the Marseilles merchants receiving them from India." Reasons for the yearly decline of Spanish fruit, &c., in foreign markets. Ground nuts no longer exported.

Another report from Valencia says:—"The wheat lately harvested, in spite of being of excellent quality, sells cheap, and rice of the anterior harvest only fetches 19 pesetas (15*s.*) per cwt.; if it goes lower, as is expected, on the arrival of the new rice to be threshed, the ruin of proprietors will be complete." Further from Valencia. Wheat. Rice.

Another report says:—"The situation is still more aggravated by the invasion of the mildew among the vines. Last year it developed suddenly, though it did not cause much injury to the plants. This year, however, fearful of a repetition, many proprietors have already resorted to sulphate of copper; but habit, always resisting the warnings and advice of science, has prevented this remedy from being general. Only in two districts has it been applied in a general way. It was hoped that the attacks would not be renewed; the consequence is that nothing was done, and the young branches are mostly spotted in all the Further. The vines.

districts of the province, and the blight is extending so rapidly that it threatens more injury than occurred last year."

Tortosa. The vines.

The same tale comes from Tortosa, and that owing to the deplorable state of the plants that were not opportunely sulphured, not a bottle of wine is expected from them. For two months not a drop of rain has fallen, and although bad for the vegetation on the hills, is favourable for the ripening of the rice, of which an excellent crop is expected, if the weather continues fine.

Rice.

Opinion of vine plantation proprietor of Barcelona on the grape crop of Catalonia.

In conclusion, I give the following from the lips of a large proprietor of vineyards in the district of Barcelona:—"Speaking of the grape harvest of this year, I may safely say that this season's crop will be a dead failure, for not only have nearly all the vineyards in the district of Barcelona been destroyed by the ravages of the mildew, but this is the case, with very few exceptions, all through Catalonia, Valencia, and the southern districts. The only exceptions to the above are the vineyards about Reus, Allelia, and Priorato, and fortunately these three districts produce the best quality of grapes. From the former place no less than 142,532 gallons of wine have already been exported; but in the Priorato district the late rains have damaged to a considerable extent the almost matured crop of fine grapes. This year's loss will be the more felt by the unfortunate growers, as they could have obtained exorbitant and almost fabulous prices for their wines in the markets of France, on account of the latter's quarrel with Italy, and there being no treaty between the two countries. As far down as Denia, the great market for raisins, this calamity is felt, as it is feared there will not be a single raisin for exportation. This will most seriously affect the shipping interest of this coast, and depress freights to a considerable extent, and vessels will most probably have to leave in ballast, or proceed to the ore ports. At a recent meeting of growers, after much debate, it was almost universally decided that the vines would have to be nearly all uprooted; or, in any case, very much cut down. In the former event this would mean a serious loss of time, as three years must elapse before the vines could bear grapes; and in the latter at least a year must pass, and the price of wine would be very much influenced, and even now wine is going up. Great quantities of sulphate of copper have been used to try and stay the fearful ravages of this deplorable disease; but in vain, as the remedy was applied too late, and besides not only is the unfortunate vine attacked by mildew, but it is also exposed to the ravages of four other phases of destruction, well known to all acquainted with vine-growing."

Confirmation of statement at beginning of this report.

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By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 10 | 89—H & S 754)

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1889.

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SPAIN.

REPORT FOR THE YEAR 1888

ON THE

TRADE OF THE CONSULAR DISTRICT OF MALAGA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 453.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

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Reference to previous Report, Annual Series No. 453.

SPAIN.

MALAGA.

Consul Finn to the Marquis of Salisbury.

My Lord, *Malaga, October* 22, 1889.

I HAVE the honour to enclose my Commercial Report on the Trade and Commerce of this Consular District for the year 1888.

I have, &c.

(Signed) ALEXANDER FINN.

Report on the Trade and Commerce of the Consular District of Malaga for the Year 1888.

No improvement on 1887.

Exports and imports—unable to compare total values during 1888 and 1887.

The trade of Malaga during 1888 has shown little or no improvement on that of 1887, though I regret my inability to compare, as heretofore, the total values of the principal exports and imports during these two years, the house of business, which has from time immemorial furnished the Consulate with these details, having now ceased to supply them. The table of principal exports and imports on pages 1, 2, and 3 is taken from the custom-house returns, which are published in a totally different form from that hitherto in use in the returns of this Consulate. The quantity of wine exported, for instance, is there given in gross, irrespective of any difference in quality or packing.

RETURNS of the Principal Articles of Import at Malaga for the Year 1888.

Articles.		Quantity.
Coals and coke	Tons	32,000
Pitch and tar	„	380
Charcoal	„	2,500
Marble	„	507
Building materials (cement, stones, &c.)	„	2,610
Petroleum and other mineral oils	„	16,432
Railway material	„	52
Ironmongery	„	1,902
Pig-iron and bars	„	1,155
Tin plates	„	147
Tin in bars	„	18
Zinc in bars	„	40
Zinc wares	„	18
Copper and brass wares	„	37
Other metal wares	„	52
Machinery	„	850
Glassware	„	249
Earthenware	„	26

Articles.—continued.		Quantity.
China and porcelain	Tons	34
Bricks, tiles, &c.	,,	528
Timber for upholstery	,,	13
Wood manufactures	,,	150
Empty casks	,,	25
Sugar	,,	1,044
Coffee	,,	442
Cocoa	,,	47
Codfish	Cwt.	29,400
Pork and bacon	Tons	268
Butter	,,	45
Rice	,,	936
Wheat	,,	550
Flour	,,	883
Maize and barley	,,	348
Dried vegetables	,,	612
Potatoes	,,	286
Fruits	,,	56
Cinnamon	,,	19
Cloves	,,	18
Pepper	,,	63
Tea	,,	7
Cheese	,,	58
Eggs	,,	328
Cotton cloth	,,	160
Linen ,,	,,	36
Woollen ,,	,,	94
Silk ,,	,,	9
Raw cotton	,,	2,250
Hemp, raw	,,	43
Hemp, yarn	,,	254
Hemp, cordage	,,	17
Jute, &c., yarns	,,	165
Wool and waste	,,	22
Horsehair, bristles, &c.	,,	14
Vegetable hair	,,	154
Hats	,,	9
Oilcloth	,,	4
Indiarubber articles	,,	5
Sulphur	,,	160
Caustic, soda, &c.	,,	684
Nitrate of soda	,,	167
Chloride of lime	,,	95
Drugs, acids, paints, &c.	,,	467
Chemicals	,,	26
Pharmaceuticals	,,	9
Dye-woods and bark	,,	5
Parafine, stearine, &c.	,,	68
Cocoa, palm, and other oils	,,	104
Tallow	,,	72
Starch and feculas	,,	436
Guano	,,	752
Paper, cardboard, &c.	,,	334
Hides, raw	,,	31
Walking-sticks, &c.	,,	33
Toys	,,	7
Lamp-wicks	,,	7
Alcohol and other spirits and liquors	Imp. gals.	417,000
Beer	Gallons	42,500
Wines	,,	7,100
Staves	Number	78,000
Timber	Cubic ft.	369,000
Gold and silver plate and jewellery	Oz. troy	3,560

RETURNS of the Principal Articles of Export from Malaga for the Year 1888.

Articles.		Quantity.
Aniseed	Cwt. ..	3,032
Bark, &c.	„ ..	637
Chocolate and sweets	„ ..	140
Canary seed	„ ..	3,800
Chickpeas, &c.	„ ..	1,732
Esparto grass	Tons ..	2,321
Grapes	„ ..	507
Green fruit, not oranges, lemons, or grapes	Cwt. ..	5,909
Figs	„ ..	128
Almonds	Tons ..	375
Hides, leather, &c.	Cwt. ..	752
Horns	„ ..	50
Garlic	„ ..	3,900
Liquorice and other roots	„ ..	7,792
Lemons and oranges	Tons ..	4,268
Lead, containing silver	„ ..	4,715
„ „ antimony	„ ..	482
„ ordinary	„ ..	15,435
Raisins, 1,200,000 boxes	Cwt. ..	240,000
Olive oil	Tuns ..	1,955
Wines	Imp. gals.	1,876,000
Olives	Cwt. ..	1,300
Wrought palm leaf	„ ..	1,784
Horns	„ ..	50
Objects of art	„ ..	95
Nuts of all kinds	„ ..	570
Wine lees	„ ..	2,300
Wool, raw	„ ..	600
Pig iron	„ ..	875
Lemon and orange peel	„ ..	131
Soap	„ ..	28½

Agriculture.

The agricultural depression of 1887 has continued, with comparatively little improvement during 1888, chiefly owing to the constant emigration of the labourers. Nature has certainly been more bounteous than during the preceding year, and had it not been for sudden tempests, mostly at the close of summer, a magnificent harvest might have ensued.

Sudden tempests destructive.

The cold at the beginning of the year was unusually intense, so that the newly budding vines were nipped, the sugar plantations well-nigh destroyed (except in the neighbourhood of Motril), and the various works of preparation for the growth of cereals impeded. An agricultural panic followed, but the cereals, though their crops were retarded, and in some places slightly injured by locusts, yielded a better harvest than usual. This and the good condition of the pastures were due to the copious rains which fell at the beginning of spring. For the same reason the orange crop was abundant, and the oranges of excellent quality. Generally the fruit plantation was not materially affected by the cold. Even the vines, now grafted on the riparia plant to escape the disease of phylloxera, gave promise of an excellent harvest

Intense cold at the beginning of year; sugar cane severely injured.

Cereals; better harvest than usual.

Pastures good.

Orange crop fine.

Terrible tempests at end of September.

Vines almost ruined.

Fig crop bad.

Olive harvest magnificent.

as late as the end of September. Then, however, came a terrible series of tempests, as predicted by the astronomer Herrera, and the vines mostly trained on poles or trellis work were dashed to the ground and all but utterly destroyed, many of them in the space of 24 hours. The loss to the growers was enormous, and many rich clusters of grapes had to be sold for "stum" at about 1*s.* 6*d.* the cwt. For the same reason the fig crop has been ruined, but the olive harvest has been magnificent, and more than compensated the growers of that nutritious fruit for the three bad harvests preceding. This is the more fortunate, as the olive harvests in other countries have been but poor, so that the Andalusian olive growers have a reasonable prospect of keeping up the price of their products, in spite of its enormous increase in quantity.

Vegetables, good crops.

The various crops of vegetables have been successful. Chickpeas, the only kind to any extent exported, were plentiful and of excellent quality.

French beans, lucrative; ripen earlier than in France.

A plantation of French beans, started a few years ago, causes a small traffic with France, as they ripen here six weeks earlier than they do there, and are well paid for in consequence. This has been quite a godsend to the distressed farmer, as it enables him to turn to advantage the comparatively unproductive period from April to June.

The autumn rains, though slightly retarded, came plentifully at the beginning of November, facilitating the tillage and other works of preparation for seed time, without injuring the trees by sudden tempests.

Government encouragements to agriculture.

The Spanish Government has endeavoured to encourage agriculture, by including it in the August industrial competitions, which will be noticed hereafter, as well as by distributing implements among those of the distressed farmers who are most distinguished for zeal and intelligence. These opportunities, it is hoped, will be eagerly embraced by the unsuccessful vine and sugar planters, the latter mostly on the coast; and it is expected that the Treasury, which has lost a considerable amount by the inability of so many planters to pay their dues, will henceforth be better able to fulfil its obligations.

At Marbella new mineral discoveries; decrease in export of iron ore to U.S.A.

The mineral produce of this province of Malaga during 1888, together with the consequent industries of smelting and benefiting the ores, &c., has varied but slightly on that of 1887, though at Marbella a few new mineral discoveries are reported, and the export of iron ore to the United States, the only trade of that port, has greatly diminished owing to the high rates of freight.

Other provinces of the district (for details see annexed reports, pages 12 to 26).

With regard to the state of the mining industries in other provinces, more exact details will be found in the annexed reports of subordinate Consular officers. Suffice it to say here that ammonium, chalk, and similar substances have been busily extracted lately, owing to an extensive failure of natural manure; that at Cartagena there has been a falling-off in the supply of minerals, though lead remains about the same; that lead smelting has been revived at Almeria, but the working of iron ores suspended; that

the mining industry at Motril, where cobalt, manganese, calamine, &c., are extracted, is at a standstill for want of funds; but that all these industries contiuue flourishing at Garrucha and Linares, about 24 per cent. of this year's output at the latter place having been raised by British subjects. Nevertheless, the mining industry in this part of Spain is not nearly as prosperous as it might be, partly from want of capital to exploit new mines, but chiefly from the still defective means of communication between the mines and the various markets for their produce. To both of these excellent objects for foreign speculation, I would fain draw the attention of my countrymen.

Chalk, ammonium, &c., extracted for artificial manure.

Falling-off at Cartagena, Almeria, and Motril.

Mines flourishing at Garrucha and Linares.

The various industries dependent for their material on local agriculture have been in most cases proportioned to the harvest. Thus, owing to the magnificent olive harvest, the various processes for the extraction of oil have been carried out on an extensive scale. It is still to be regretted, however, that no satisfactory method for refining has been put into operation, so that, after that extracted from the first pressure, large quantities of olive oil are used for lubricating machinery or lighting purposes, objects as well if not better attained by whale oil or that derived from seeds and minerals.

Industries; those dependent on agriculture proportioned to harvest.

Oil; abundant but ill refined.

The sugar industry has suffered considerably from the injury done to the canes by the frost, which causes putrid fermentation, increasing with the hot weather, and turning the juice to glucous matter. This, by the resistance which it offers to the process of crystallisation, necessitates more toil and expense than usual, with an almost negative result, especially under the present system of buying the canes from the cultivators by weight, which is but a poor test of their condition. Nevertheless, this industry has apparently been more prosperous at Motril, where a spirit is extracted from the juice.

Sugar industry failing, rapid crystallisation impossible in frost-bitten canes.

The raisin industry has, of course, suffered owing to the failure of the grape crop, but the wine industry has not failed to answer the demand of the foreign merchant, for reasons which will be explained under the head of commerce.

Raisins; poor wine.

Of new industries of this class, some flour works have been started on the Austro-Hungarian principle at the village of Pizarra, about 12 miles from Malaga, on the Cordova railway line. They use steel rollers instead of stone, and turn out from about 200 to 300 bushels of flour a day. Another new industry is that of packing fish in ice to send to Madrid and elsewhere, instead of salting them as before. The consequence is a vast increase in the importance not merely of the Malaga ice factory, which had been entirely dependent on local demand, and that for only three months in the year, but also of the fisheries, for which a wider market is now opened. Thus, for the same fish which was formerly sold in Malaga for 3*d.* and 4*d.* per lb., 1*s.* per lb., and even more, can now be obtained in Madrid.

New industries: (1) Flour mills on Austro-Hungarian principle. 200 to 300 bushels of flour a day. (2) Packing fish in ice.

The most flourishing and lucrative manufacture in Malaga is that of cotton goods, especially of webbing. As there has lately been a great improvement in the machinery used, while the wages

Cotton goods and webbing most lucrative manufacture in Malaga.

Improvements in machines; wages low.

of the workmen are comparatively low, very fair imitations of British goods can be produced here cheaper than the originals at home, though they are no doubt inferior in quality. A new British factory has been opened at Malaga for the manufacture of barrels, and seems to have a very fair chance of success.

Other industries disappointing.

Potteries of St. Inez, little improvement.

The other industries of Malaga, however, in spite of the brilliant future augured for them in my last report, seem to have succumbed to the general lethargy. Even the potteries of Santa Inez have made but little advance, though this is no doubt due to the unfortunate illness of Professor Cubero, their eminent director. The fault seems rather to lie with the masters than the artisans, for many of the latter, especially shoemakers, having migrated to other towns, are remarkable for their industry and skill.

Malaga failed in Government competition for three gunboats.

In industries of a warlike nature, this province has been scarcely more successful. The iron factory, the "Constancia," failed in a Government competition for three gunboats, to be constructed in the national dockyards.

August industrial competitions; prizes offered for suggesting new industries, &c.

The industrial competitions instituted by the authorities in the month of August had for their object the encouragement of both agricultural and manufacturing industries. A work of art and a diploma of honour were offered by the civil governor for the best report suggesting new rural industries possible in the province, while the provincial deputation offered a similar prize for the best work on the most efficacious means of establishing new industries in Malaga, and getting rid of the present economic crisis. This may be a step in the right direction, but it is hardly calculated to arrest the continuous emigration of the working classes to Buenos Ayres and Brazil. Consequently, in order to give the labourers employment likely to keep them in Malaga, the authorities have had to turn their attention to public works, which will be considered in due course.

Emigration of working classes continues.

City taken refuge in public works.

Commerce, great depression.

Exchange with London risen to 26 fr. to the 1*l.*

Panic caused by breaking of Calzada bank in Seville.

The commercial depression of 1888 has been excessive, and out of all proportion to the agricultural and industrial depressions of that year. The exchange with London has risen from 103 r., or 25 pesetas 75 c., to nearly 104 r., or 26 pesetas, for the 1*l.* Even in the autumn, when during the great season of exportation the exchange usually rises 2 or 3 per cent. above par in favour of Malaga, it did not rise to more than a small fraction over par. This is to some extent due to a panic caused by the breaking of the Calzada Bank in Seville, with which city Malaga has many dealings.

Exports: oranges and lemons fair.

Almonds comparatively successful.

Lead and esparto fairly good.

Oil less than usual.

Of the articles of export oranges and lemons have caused a little movement. The latter fruit, though abundant, was of inferior quality. Almonds have also been successfully exported, considering their delicate nature and the comparatively slight demand for them. There has been a fairly good export of lead and esparto, but oil has been less exported than usual, owing to the bad olive harvest of the preceding year. The magnificent harvest of 1888 had not had time the same year to affect foreign trade, though it has been the cause of much local speculation owing to the continued uncertainty of the result. The export of

dried figs, raisins, and grapes has of course been but scanty. Many of the grapes injured by the heavy rains above-mentioned have nevertheless been exported. The merchant who receives them will best know in what condition and on what pretence.

Figs, raisins, and grapes scanty; many grapes exported rotten.

The export of Malaga wine has suffered less from the defective grape crops of the last few years than from the restrictions put upon its sale in foreign countries, notably in France, Switzerland, and Italy. France, in order to combat German products, has imposed a special duty on all wines fortified with chemically-made spirit other than the pure juice of the grape, subjecting them to a most minute analysis. Switzerland, to avoid frauds of another kind, requires certificates of origin, which are difficult to obtain, as there is no Swiss Consul in Malaga. Italy places all dark wine made with must in the same category as liqueurs, and takes it accordingly. The consequence is that Malaga wine is regarded with suspicion, and large consignments of it frequently detained at the frontier.

Malaga wine: French, Swiss, and Italian restrictions on import of.

But the Spanish excise and consumption duties ("octroi") are even more oppressive. Being unable to tax the import of German spirits in view of a "most favoured-nation" clause, the Government has imposed an enormous excise on spirits, varying from 2*s.* 10*d.* to 4*s.* 4*d.* the gallon, though there is a drawback of ¾*d.* a gallon on all spirits exported.

Spanish excise and consumption duties oppressive.

The consumption duties are so heavy that Spanish olive oil is actually sold in England at more than 1*d.* a lb. cheaper than here. Various mercantile associations continue to petition the Government for the abolition or reduction of these duties, but with little or no success.

Spanish olive oil sold cheaper in England by 1*s.* 4*d.* the arroba of 25 lbs.

With regard to public works the construction of the provisional mole in Malaga harbour is now proceeding rapidly after the long delay occasioned by the difficulty in finding a contractor owing to the low price offered. Great improvements are also being made in the city. A broad avenue, called the "Avenida de Larios," is rapidly taking the place of many old, narrow, and circuitous streets. At the east of the city beneficial alterations are being made in the Camino Nuevo, an object for which the late Señor Garcia left a sum of money, in order to give work to unemployed Malaga labourers. But the great public work, which it is hoped may really regenerate the city, is the Guadalmedina scheme, which has at last received the consent of Government, and it is hoped will shortly be carried out. At present the river Guadalmedina, which divides the city from the two populous suburbs, Perchel and La Trinidad, runs nearly dry during the greater part of the year, rushing along in a torrent during the remainder, and often blocking up the harbour with its deposits. Its bed is consequently not only useless, but unhealthy, though situated in the healthiest part of a town renowned for its climate, where it is sheltered alike from the winds of sea and land, from the latter by a high mountain chain. It is proposed, therefore, to divert the course of the river, conducting it east of the two suburbs abovementioned, to the west of which it now flows, and letting it run

Public works.

Construction of mole proceeding.

Avenida de Larios.

Alterations in "calle nueva" (anglice new street).

Guadalmedina scheme received consent of Government.

Proposed to reclaim river bed by diverting course of river Guadalmedina.

Fine buildings proposed.

into the sea about two miles from the port. The land thus reclaimed is to be embellished with fine buildings and villas (similar to those already erected about a mile from the east end of the city on the road to Velez-Malaga). These are to form a nucleus for the improvement of the whole town. The most sanguine promoters of this scheme believe that by its means Malaga will shortly become a formidable rival to Nice and Monte Carlo, whose climates are certainly inferior to hers.

Great expectations from this scheme.

Public works in rest of Consular district.

Of the public works in other parts of the Consular district, the construction of the mole at Almeria is progressing favourably, and a new port is proposed at Aguilas; but the most important are the railways, an artery of commerce in which this district, though comprising six provinces, has been singularly defective. The only railway from Malaga is to Bobadilla Junction, whence three railroads branch off—one west towards Seville, another north to Madrid, and a third east to Granada. There is no other line of importance in the district, except the branch line which runs from Cartagena through Murcia, and joins the line from Bobadilla to Madrid at Alcazar in Castille. Other railways have been projected, but it is only lately that any serious attempt has been made to construct them. A proposed railway from Malaga to Gibraltar, though conceded by Government, has met with no support from this city; but a railway, connecting Algeciras with the main line, has been surveyed, and will probably be soon constructed. Another line from Linares has already 20 miles in working order, though the line to that place from Almeria is at present in abeyance. Until lately the province of Almeria did not contain a single mile of railway, but now it has a junction at Puepi, where there is a line from Lorca rapidly progressing in the direction of Granada, and a branch line to Aguilas. Another branch line has been conceded from Puepi to Garrucha, and another proposed connecting Garrucha directly with the main line to Granada, and passing through the rich valley of the Almanazora.

Railways defective, but improving.

Chief line centred in Bobadilla Junction.

Cartagena connected with north branch.

Line from Malaga to Gibraltar in abeyance.

Other lines proposed: line from Linares 20 miles' working.

Population of city and province; diminished by emigration.

Census of 1887.

The population of the city and province of Malaga has been greatly diminished by emigration since the last census (December 31, 1887), when the figures were as follows:—For the city, 134,016; for the province, 523,627, nearly equally divided between men and women; of these 206 were naturalised aliens, 530 domiciled foreigners, and 184 temporary residents from abroad.

General remarks.

Malaga likely to become a health resort.

Probable effects on trade.

1. Import of articles of luxury.

Though the trade and commerce of Malaga show evident signs of a rapid decline, due far less to any inclemency of nature than to general apathy and want of enterprise (so well described as "anemia" among the natives), yet the city itself seems to be fast developing into a popular health resort, and may even acquire European celebrity in that capacity. The immediate effect of this will naturally be a large importation of articles of luxury, consequently of many articles of British manufacture. Even now there is a good opening for one or more general dealers in British goods, such as cutlery, tinned comestibles, articles of toilet and luxury, &c. For all these things there is a

ready sale in Malaga, in spite of the very high prices at which, owing to the absence of all competition, they are at present offered. But the ultimate result will be still more important. If Malaga once becomes the fashion, it must attract the attention of foreigners, who, applying both their energy and their capital, may liberate many a failing industry, fettered now from want of funds, as well as facilitate the means of communication, so long and so shamefully neglected, between field and factory, mine and port and market.

2. May attract foreign capital, which may improve trade, &c.

If the advantages of such an expenditure are not yet apparent to the British capitalist, they are, at least, worthy of his investigation. A land with a delicious climate and an exceptionally fertile soil, teeming with oil and wine and heaving with minerals, is not to be despised because the natives have not made the most of their advantages or the best of their reserves. A more favourable opportunity for British speculation could scarcely be conceived, now that native capital is failing, native labour being rapidly exhausted by emigration, and Malaga itself, though to all appearance declining in commercial importance, on the eve of attaining a therapeutic celebrity, which may more than regenerate its prosperity in trade and commerce.

Worth attention of British capitalist.

Natural advantages; native incapacity.

Favourable opportunity for British speculation.

List of the Principal Importers at Malaga of British Goods, with their Addresses.

Articles.	Name of Firms.	Addresses.
Cement ..	Casenave, Mirason, and Co.	Calle de San Juan
	Antonio Chacon	Calle de Cisheros, No. 58
	J. Herrera Fajardo	Calle de Especerias, No. 24
	Goux y Temboury	Calle de Especerias, No. 14
Coal and coke..	Hijos de M. Larios	Alameda, No. 1
	Hijos de M. A. Heredia ..	Alameda, No. 28
	Carlos Larios	Alameda, No. 18
	Mr. Rupert Heaton.. ..	Fabrica de la Esperanza
	Gimenez y Hermano ..	Alameda, No. 21
	E. Herrera Ferri	Muelle, No. 63
	Pacheco Hermanos	Calle Martinez
Codfish ..	Crook, Hermanos, y Cia. ..	Alameda, No. 21
	Mathias Huelin and Co. ..	Alameda de los Tristes
Groceries ..	George Hodgson	Puerta del Mar
	Serafin Soto	Calle Nueva
	Aceña Hermanos	Puerta del Mar
	Francisco Echecopar ..	Calle de la Bolsa, No. 17
	Juan Fernandez	Plaza de los Moros, No. 14
	Feliciano Garcia	Calle de San Juan, No. 61
	Agustin Ledesma	Plaza de Ariola, No. 10
	Merida Hermanos	Calle de San Juan, No. 49
	Ruiz Saenz	Calle Marques, No. 5
Crockery ..	F. Huelin	Alameda de los Tristes
	"El Globo"	Calle Nueva
	Alonzo Hermanos	Calle Santa Maria
Drugs	Antonio Chacon	Cisheros, No. 58
	J. Herrera Fajardo	Especerias, No. 24
Furniture ..	Juan Alonso..	Calle Saata Maria
	Lozano Julian	Luis de Velazquez

Principal Importers at Malaga—continued.

Articles.	Name of Firms.	Addresses.
Jewellery ..	Enrique Rosado	Calle Nueva
	Hijos de Garcia	Calle San Agustin
	A. Ghiara	Calle Granada
Machinery ..	Hijos de M. Larios	Alameda, No. 1
	Hijos de M. A. Heredia ..	Alameda, No. 28
	Carlos Larios	Alameda, No. 14
	Carlos Larios Segura ..	Alameda, No. 16
	Mr. Rupert Heaton	"La Esperanza"
	Eduardo Huelin	Alameda, No. 42
	Azucarera Malagueña ..	Alameda, No. 21
	Briales y Castel	Alameda, No. 40
	Martin Heredia	Alameda, No. 11
	Francisco Cahera	Plaza de Toros Vieja
	Antonio Dominquez ..	Torrijos, No. 32
	Garcia, Arcaya, y Cia. ..	Alameda, No. 19
	E. Martinez	Tiro, No. 2
	Portal Hermanos	Sagasta, No. 8
	Antonio Nosado	Torrijos, No. 28
Perfumery ..	George Hodgson	Puerta del Mar
	F. Huelin	Alameda de los Tristes
Printing ..	Carrera y Hijo	Plaza de la Constitucion, No. 32
	Antonio Carrion	Comedias, No. 28
	El Correo de Andalusia ..	Casapalma
	Narciso Franquelo	Alcazabilla, No. 20
	R. Garcia Sanchez	Mariblanca, No. 19
	Viuda de Gil de Montes ..	Cinteria, No. 3
	Manuel Martinez	Pozos Dulces
	Muñoz Madueño	Molina Lario
	Ramon Parraga	Calle de San Juan
	El Avisador Malagueño ..	Marques
Ironmongery ..	R. Alonso y Sobrino ..	Calle de Especerias, No. 4
	Flaquer y Hijo	Calle Nuvo de Puerta Nueva
	Gomez Saenz y Cia... ..	Calle Marchante, No. 12
	José Gutierrez	Santa Maria
	Barrera	Calle Nueva
	Moscoso y Enciso	Calle de Martires, No. 12
	Spiteri y Enciso	Calle de Compañia
	Goux y Temboury	Calle de Especerias
	Casanave, Mirason, y Cia. ..	Calle de San Juan
Sewing Machines	Adolfo Bergman	Calle Especerias
	M. Bing	Calle de Granada, No. 51
	Lacour y Lesage	Pasaje de Alvarez
	Singer Sewing Machine Co.	Angel, No. 1
Textiles ..	José Alvarez	Calle Nueva No. 11
	M. Benito y Cia.	Calle Nueva, No. 66
	Bassas y Terrats	Calle Santa Maria, No. 13
	Martin Dominquez	Calle Nueva, No. 5
	Garcia, Pons, y Cia... ..	Calle Luis de Velazquez, No. 3
	Gomez Hermanos	Calle Nueva, No. 8
	Gomez y Diaz	Calle de Toril, No. 3
	Martinez y Gimenez ..	Calle Nueva, No. 21
	Maso, Carrillo, y Cia. ..	Martinez, No. 3
Drugs and Chemicals	Juan Canales	Compañia, No. 15
	Manuel Comitre	Dos Aceras
	Francisco Garcia	Carniceria, No. 46
	E. Garnica	Cister, No. 24
	Gonzalez Marfie	Compañia, No. 36
	Antonio Mamely	Plaza de Riego, No. 1
	Perez de Guzman	Plaza de Constitucion, No. 16
	Perez Souviron	Molina Lario, No. 12
	Agustin Prolongo	Puerta del Mar, No. 7

COMPARATIVE Table of the Entry and Departure of Ships in Malaga Harbour for the Years 1887–88.

Nationality	1887.						1888.					
	Entered.			Departed.			Entered.			Departed.		
	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.	Crew.
Spain	1,733	566,281	24,965	1,740	565,639	24,613	1,510	742,801	24,059	1,510	742,801	24,059
England	204	169,876	3,451	204	169,876	3,448	159	122,657	3,400	159	122,657	3,400
France	136	108,496	5,083	138	108,810	5,095	157	129,480	6,573	159	129,944	6,600
Germany	50	39,503	1,040	50	39,503	1,040	47	37,470	1,004	47	37,470	1,004
Italy	26	8,104	260	27	8,910	271	32	9,203	357	31	8,972	343
Sweden and Norway	31	16,552	451	30	15,648	436	14	10,518	150	14	10,518	150
							8	3,099	100	9	4,003	115
Holland	12	8,107	241	12	8,107	241	16	12,112	349	16	12,112	349
Denmark	14	11,602	275	14	11,602	275	12	9,990	259	12	9,990	259
Portugal	13	1,974	99	13	1,974	99	6	770	53	6	770	53
Russia	8	4,668	108	8	4,668	108	3	1,292	34	1	326	10
Belgium	..	..	..	..	..	..	1	1,005	26	1	1,005	26
Austria	2	1,130	26	2	1,130	26	2	2,004	53	2	2,004	53
United States	2	1,670	27	2	1,670	27	..	..	..	..	..	..
Greece	..	..	..	..	..	..	1	299	9	1	299	9

During the year 1888 there have also visited this port:—
13 Spanish men-of-war, having 291 men and 37 guns;
17 foreign men-of-war, having 3,875 men and 129 guns;
as well as 22 pleasure yachts, having 503 men and a tonnage of 7,964 tons.

ALMERIA.

Mr. Vice-Consul Lindsay reports as follows:—

There has not been much change in the imports and exports as compared with last year. A slight increase in British shipping is noticeable, the vessels entering this port having been as follows:—

Shipping.

	Number.
Vessels	131
Aggregate tonnage	106,942
Crews	2,711

Imports. Of these vessels, seven have brought cargoes of coke and coals from the United Kingdom, one staves from Cadiz, and another petroleum from Gibraltar.

In foreign bottoms staves and deals have been chiefly brought by Swedish and Norwegian vessels.

Esparto. Some 18,000 tons of this fibre have been shipped, the average price for first quality having been 4*l.* 12*s.*, f.o.b., Almeria.

Lead. Lead smelting is again revived. Since May, 1888, over 300 tons monthly have been smelted. Up to the present time some 3,200 tons have been shipped.

Iron ore. The exportation of this mineral has been temporarily suspended, chiefly owing to the railway to the neighbouring mines having been partially destroyed by floods.

Other ores. Of calamine and other zinc ores some 1,400 tons. Copper ore 100 tons.

Sulphur. This is exported to Barcelona and the south of France. About 2,000 tons have been shipped.

Fruit. With the exception of a few cases of oranges, lemons, pomegranates, and melons, the great bulk has been grapes, of which 675,000 barrels have been shipped as follows:—

	Barrels.
To England	420,000
United States	250,000
Russia, &c.	5,000

The average price has been 8*s.* per barrel, f.o.b., Almeria.

Owing to the terrific floods which desolated this province in the early part of September, fully a third of the crop was destroyed.

Mole. The extension of the mole goes on steadily. It now stretches out 1,230 metres, 600 of which are new and surfaced. The depth of water at the extreme point is 11·80 metres, or 38 ft. 7½ in. At the end of the quay proper there are 10·50 metres, or 34 ft. 5½ in.

Manufactures. These are inconsiderable. The sugar works, the property of the "Compañia Peninsular Azucarera," which is an immense building, with all the modern improvements, has been at a standstill for a long time. The shareholders expected to find sufficient sugar-cane in the vega of Almeria, but seeing that the supply was infinitely short of their requirements, they abandoned the idea of manufacture and confined themselves to refining raw

sugar imported from Cuba. That also appears to have been a failure, and so the manufactory remains idle.

There are three or four manufactories of pastes in the shape of macaroni and its congeners. One of them has good machinery, and is worked by steam. Also chocolate manufactories. These substances are chiefly consumed in this province.

There are also starch works, three white-lead works, several distilleries, barrel manufactories (one carried on by an English firm), granulated cork works, one small paper-mill for coarse wrappings, an iron foundry, two flowers of sulphur works, several lucifer match works, together with rope works, and other manufactures of little importance.

The railway to connect Almeria with Linares is still in abeyance, notwithstanding the visit of the Minister of Pomento, who promised great things for this unfortunate province. Railway.

Notwithstanding the hard times, a new bull ring, capable of seating 11,000 to 12,000 persons, was opened during the fair, which is held during the latter part of August. On the other hand, the roads are in fearful want of repair, and schoolmasters, night policemen, and other unfortunate employés are perishing of hunger through arrears in their pay. Bull ring.

Adra.

Mr. Consular-Agent Benet reports as follows:—

Imports.

	Kilogrammes.
Cotton	116,582
Coals	1,199,630
Coke	481,068
Machinery	804
Yarns	10,776

Exports.

	Kilogrammes.
Lead	3,372,624
Wool	13,572
Almonds	28,275
Grapes	2,093

A large quantity of almonds is sent from Adra to Great Britain, but nearly all is sent to Almeria by land, to be shipped there.

Aguilas.

Mr. Vice-Consul Naftel reports as follows:—

Imports.

	Tons.			
Railway materials	12,040	at Aguilas,	in British bottoms	Imports
Coal and coke	22,847	Mazarron	„ „ „	

Exports.

Esparto grass	19,930	at Aguilas	„ „ „	Exports.
Barley	500	„	„ „ „	
Iron ore	24,540	Mazarron	„ „ „	
Silver lead	5,667	„		
Lead ore	2,503	„	„ „	

Shipping. 43 British vessels cleared at Aguilas, and 40 British vessels cleared at Mazarron, with total register tonnage of 36,075 and 32,315 respectively.

Railway. The works of the Great Southern of Spain Railway Company, limited, are progressing rapidly toward the communications of Aguilas, with the main lines to Murcia and Granada, and some 16,000 tons of material have been landed here to date.

New port. In combination with the above, it is proposed to construct a port to the east of Aguilas, with iron piers, to which are to be conveyed direct from the neighbouring mining districts the ores, which this advantageous mode of carriage is confidently expected to attract for shipment. The plans are now before the authorities at Madrid, and, once sanctioned, the works are to be commenced forthwith.

Esparto. The average figures of shipment are maintained, and will be considerably increased on completion of railway conveyance from the producing districts.

Trade. All other business is completely at a standstill, owing to a general want of funds and the lack of all spirit and enterprise. The excessive charges for harbour dues also tend greatly to curtail trade.

Carthagena.

Mr. Vice-Consul Milvain reports as follows:—

British Vessels Entered.			British Vessels Cleared.		
Year.	Number.	Tonnage.	Year.	Number.	Tonnage.
1888	389	340,826	1888	395	345,621

Shipping. The year 1888 shows a large falling-off in the number of vessels, being 168 vessels less than in 1887 and in tonnage of 179,828 tons, owing principally to the bad state of the mineral trade in this district, and the high freights to the United States of America.

Minerals. There has been a large falling-off in iron ores during the past year, the quantity shipped being about 500,000, being 300,000 tons less than in 1887. Only about 80,000 tons of mineral were shipped to America, against 350,000 during the year 1887.

Zinc ores. The whole of this class of ore is shipped to Belgium, the quantity shipped being about 20,000 tons.

Lead. The quantity shipped during the past year was about the same as in the year 1887, viz., 40,000 tons, about one-half of which was shipped to England, and the remainder to France: the lead shipped to France being nearly all soft lead, that is to say, lead wholly free from silver.

Esparto. The quantity shipped during 1888 was larger than in 1887—the quantity shipped being 15,000 tons, whilst in 1887 only 13,000 tons were shipped.

Coke and coal are the only imports of any consideration, 34,000 tons of the former and 55 of the latter having been imported. Imports.

These works continue to progress, and vessels of considerable tonnage now discharge alongside the quay. Works of the port.

This tramway has now branch lines on all the principal quays, and the mineral is brought down from the mining districts alongside the vessels. Steam tramway.

The crops last year were fairly good. Crops.

The health of the city during the year has not been good, the prevailing diseases being small-pox and diphtheria. Public health.

Glass, earthenware, and rope works are the only factories of importance, and they, with the arsenal, give employment to the working classes. Manufactories.

English imported goods are now in a better footing, and can compete successfully with German and French goods. English manufactured goods.

House rent is high, and all articles of consumption continue very dear. House rent, &c.

Garrucha.

Garrucha is situated on the shore of the Mediterranean, at the head of a wide bay formed by Cape de Gata on the west, and Cape Palos on the east, at about 50 miles E.N.E. of Almeria, the capital of the province.

The limits of the Vice-Consulate are coincident with those of the custom-house district, and include the sub-ports Agua-Amarga, Carboneras, Macenas, Ferreila, La Bolaga, Palomares, Villaricos Pozo del Esparto, and Terreros.

The custom-house is of the second class, and is licensed for the importation of all goods except colonial produce, textile fabrics, salt fish, and petroleum, and for the exportation of every sort of merchandise without exception. The sub-ports are of the fourth class, and are licensed for the importation and exportation of national produce, and of fuel and other foreign merchandise required by the smelting works established in their neighbourhood. Vessels bound to these sub-ports must call at Garrucha, where the Government and Consular offices of the district are located, to clear and provide themselves with the documents needed at the minor ports.

The returns transmitted herewith of the foreign trade vessels that visited this port during the last two years show a progressive increase both of imports and exports, and point to the rising importance of Garrucha as a commercial port. Shipping and navigation

TABLE showing the Number of Foreign Trade Vessels Entered and Cleared at the Port of Garrucha in 1888 compared with 1887.

ENTERED. 1888.

Flag.	With Cargo.				In Ballast.		
	Ships.	Tonnage.	Crew.	Cargo.	Ships.	Tonnage.	Crew.
				Tons.			
British...	34	27,505	620	32,558	35	27.009	679
Spanish	6	3,984	130	778	3	1,076	34
Other flags	2	154	13	170	2	1,676	41
Total	42	31,643	763	33,506	40	29,761	754

CLEARED.

Flag.	With Cargo.				In Ballast.		
	Ships.	Tonnage.	Crew.	Cargo.	Ships.	Tonnage.	Crew.
				Tons.			
British...	57	47,745	1,077	43.019	19	15,820	336
Spanish	3	753	41	284	6	4,484	135
Other flags	6	553	59	740	...	...	...
Total	66	49,051	1,177	44,043	25	20,304	471

ENTERED. 1887.

Flag.	With Cargo.				In Ballast.		
	Ships.	Tonnage.	Crew.	Cargo.	Ships.	Tonnage.	Crew.
				Tons.			
British...	34	25,598	608	29,469	40	29,798	729
Spanish	7	3,739	121	485	5	4,047	114
Other flags	2	361	18	600	8	1,826	66
Total	43	29,698	747	30,554	53	35,671	909

CLEARED.

Flag.	With Cargo.				In Ballast.		
	Ships.	Tonnage.	Crew.	Cargo.	Ships.	Tonnage.	Crew.
				Tons.			
British...	67	49,610	1,242	33,922	15	11,419	259
Spanish	5	2,870	87	1,980	23	4,753	233
Other flags	7	1,795	65	2,285	1	266	11
Total	79	54,275	1,394	38,187	39	16,438	503

TOTAL Imports and Exports in British Vessels in 1888 compared with 1887.

Years.	Imports.			Exports.			Total.
	Steam Ships.	Sailing Ships.	Total.	Steam Ships.	Sailing Ships.	Total.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1888	25,373	7,185	32,558	43,019	...	43,019	75,577
1887	23,709	5,760	29,469	32,697	1,125	33,822	63,291
	+1,664	+1,425	+3,089	+10,322	−1,125	+9,197	+12,286

It will be seen by the preceding tables that nearly the whole of the foreign carrying trade is done in British bottoms, and that, whilst there is a slight decrease in the number of vessels, there is a very palpable increase in the quantity of cargo discharged and loaded: the last return above showing an increase of 3,089 tons of the former and 9,197 tons of the latter, making a total of 12,286 tons increase, in British ships alone, in 1888 over 1887.

The 34 British vessels which arrived with cargo in 1888 were laden with coke, coals, and machinery from the north-east ports of England.

The exports consisted, chiefly of silver, lead, iron ore, and esparto to the United Kingdom, and iron ore to the United States of America.

No coasting trade is carried on from this port by British or other foreign vessels, the whole trade, by law, being confined to Spanish vessels, which makes the freights coastwise very heavy, merchandise costing as much from Carthagena, 60 miles off, as from England.

The following table shows the total number of entries and clearances coastwise for 1888, taken from the custom-house statistics:—

NUMBER and Tonnage of Spanish Coasting Vessels Entered and Cleared in 1888.

ENTERED.

Class.	With Cargo.				In Ballast.		
	Ships.	Tonnage.	Crew.	Cargo.	Ships.	Tonnage.	Crew.
				Tons.			
Steam ships	42	6,064	506	1,045	4	200	27
Sailing ships	333	14,035	2,121	11,804	...	...	...
Total	375	20,099	2,627	12,849	4	200	27

CLEARED.

Class.	With Cargo.				In Ballast.		
	Ships.	Tonnage.	Crew.	Cargo.	Ships.	Tonnage.	Crew.
				Tons.			
Steam ships	30	3,520	776	1,435	4	576	52
Sailing ships	79	3,099	466	2,241	232	9,722	1,503
Total	109	6,619	1,242	3,676	236	10,298	1,555

The foreign vessels—not British or Spanish—are chiefly Portuguese, who bring casual cargoes of their own native prdouce, principally round pine timber ("rollizos"), and carry away a few cargoes of dried leaves of the palmeto plant (Chamœrops humilis), and selenitic lime, or gypsum.

There are 14 lead and silver smelting works in the district, and when they are all in operation the production is about 28,000 to 30,000 tons of silver and lead, of about 90 ozs. of silver to the ton annually; but since the stoppage of the central pumping station in Lead mining and smelting.

the chief mining district, many have suspended work, and, according to the official statistics of last year, the exportation was only 20,549 tons, which were shipped as under :—

	Tons.
To Newcastle	12,555
London	307
Other ports	600
St. Nazaire	3,601
Havre	3,485

The ore, which is smelted in small blast furnaces of the Carthagena type, is mined in the Sierra Almagrera, which rises about six miles N.N.E. of this town, immediately on the coast of the Mediterranean Sea, and about 1,000 feet above its surface. It is about 15 miles long and three broad, rising precipitously from the sea on the S.E.; it falls gradually on the land side towards the plains of Herrerias and Cuevas. The country rock is mica schist, passing into clay slate, and dips N.E. about 45°. Both slopes are intersected by deep valleys or "barrancos," the principal of which, the Jaroso, gives its name to the great lode traversing the schists, with a strike N. and S., and dips to E., at an angle, at first, of about 60°, and afterwards more perpendicularly.

Besides a number of smaller parallel veins, this great lode splits up towards the north into many branches. These various veins are worked at present to about 300 yards, where the exploitation is stopped by the water, which ought to be taken out by the general pumping company; but, owing to disagreements between the company and the miners, no real work has been done since the year 1886, thus telling very seriously on the smelting industry of the district. This matter has been taken up by the Government, and a special Bill introduced into Cortes, which will shortly become law, when it is expected that a new contract will be made, and the pumping carried on regularly by a new company, in which case the lead produced will exceed that of former years, as it is found that the breadth of these lodes increases in depth—the maximum hitherto reached in the Jaroso vein being about 3½ fathoms. The mineral is argentiferous galena, mixed with limonite, spathic iron, and copper pyrites.

Where the Sierra, which slopes inland at an angle of about 6°, joins the plains, it is met in depth by a series of trachytic and basaltic rock and iron ore deposits. At Herrerias, about three miles east of here, the basin thus formed has been filled in with sedimentary rocks, which are charged with native silver, large quantities of which have been mined and smelted in the district. The lower beds consist of a greenish deposit, called locally "barrilleras," composed principally of carbonates of iron, manganese and lime, sulphate of baryta (29·51 per cent.), a little alumina, and about 12 per cent. of silica, the whole of which has been deposited in the form of fine mud. These are overlaid by a newer deposit carrying chert, flint, and heavy spar, all of which are found to be impregnated with silver, many of the specimens being of great beauty. The whole is overlaid by a hard calcareous blue clay, probably of Eocene age, without traces of silver, but carrying iron pyrites, and full of tertiary foraminifera and fossils of the London clay type.

The water has gained so much in the mines on this interesting deposit that nearly all work has ceased some years ago, the companies which have undertaken the pumping having either failed or used such unsuitable appliances that not an inch of water has been reduced in the mines, although it is said that the drainage, in proper hands, would not offer any great difficulty.

Besides the lead smelting works, there are, in Palomares, a silver matt works and a copper matt works in construction, both belonging to English companies.

Iron ores. Nearly at right angles to the Sierra Almagrera, and at about eight miles west of Garrucha, rises the Sierra of Bedar, which contains a number of important deposits of iron ore of a very superior quality.

The principal mines are divided between two companies—a French one and an English one. The former has constructed a wire rope tramway nine miles long, completed on August 12, 1888, which puts their mines into communication with the sea at this port, and they have already brought down 60,763 tons, of which they shipped, in the last four months of 1888, 11,420 tons, in five British steamers and one French to the United States of America.

None of the ore shipped has contained less than 62 per cent. of metallic iron, and is practically free from sulphur and phosphorus.

The other company owns mines adjoining the former, and are at present opening out the quarries and making works of investigation, and there appears to be some prospect of a railway to the port being constructed by an important financial house in London.

Should this be carried out, the exportation of iron ore in future by the two companies will not be less than 500,000 tons annually, employing some 250 large steamers. These will be principally British.

Public works. The shipments are now made off the open beach, and the shipping arrangements are still very primitive, yet two steamers, as large as 4,200 tons cargo, have been loaded in 25 hours.

It is expected that, when these works and the railway from Lorca to this port are completed, a closed port will be constructed.

The province of Almeria has not at present a single mile of railway within its boundaries, but within two or three months the Great South of Spain Railway Company will have completed their line from Lorca towards Granada, as far as Puepi, in this province, about 18 miles from here. And from this place (Puepi), which is the junction of a branch line to Aguilas, there is projected, and the concession granted of, a branch to Garrucha. Another short line is projected from here to join the main line to Granada, which would bring down the whole of the produce of the fertile valley of the Almanzora for shipment here.

Agriculture. For several years the proprietors of land about here have been turning their attention to growing oranges for exportation, and, although very large tracts of land have been planted, it was not till last year that any shipments of importance have been made. In 1888 12,194 boxes, weighing 958 tons, were shipped to London.

The price ruling throughout the season was 5 r. (1*s.*) per 100 on the tree, carriage $1\frac{1}{4}$ r., packing $1\frac{1}{4}$ r., cost of box $1\frac{1}{4}$ r. and shipping $\frac{1}{8}$ r. = $8\frac{7}{8}$ r. per 100 f.o.b. Each box contained from 450 to 500 oranges, so that the price per box on board was between 8*s.* and 9*s.*

The oranges grown on the slopes of the Sierra Cabrera, three miles S.S.W. from here, are considered the finest.

Each succeeding year this trade will increase as the young trees come to maturity.

Vines have also been planted in large areas, and wine-making ere long will be one of the principal industries of the district.

Olive oil is brought into the town from the interior, and in 1888 about 28,000 arrobas were introduced and sold at prices varying between 8*s.* and 9*s.* per arroba of 25 lbs.

About 200,000 fanegas of barley are produced in the neighbourhood, and the price has varied between 4*s.* and 5*s.* per fanega, of, say, 70 lbs.

Dried figs are largely produced in the district. About 2,000 tons may be calculated for this immediate neighbourhood. These have sold at an average price of 1*s.* 10*d.* per arroba of 25 lbs.

Potatoes are grown in very large quantities in the district, but it is impossible to estimate the quantity.

Those of Bacares are the most esteemed, and the average price of these has been 4*s.* per cwt. during the year.

Esparto.

The esparto plant grows wild on the hills, and from 5,000 to 6,000 tons are exported annually, entirely in British vessels, and exclusively to the United Kingdom. The average price, into warehouse here, is 3*l.* 15*s.* per ton. The cost of cleaning and loss may be said to be 4*s.* per ton, that of pressing into the bales other 4*s.*, and that of shipping 2*s.*: say, altogether, 4*l.* 5*s.* per ton, free on board.

Marble quarries.

The marble quarries in this neighbourhood are by no means unimportant. The marble is white, of a hard though rather coarse grain, and it takes a good polish. It is much used for baths, staircases, chimney pieces, flooring, tops of tables, &c. It is principally shipped to Seville, Barcelona, Malaga, and other large Spanish towns, none going to England, where it cannot compete with the Italian marbles either in quality or in price.

The principal quarries opened out are at Macael, on the Almanzora valley.

The whole consumption probably does not exceed 32,000 Spanish quintals, or somewhat under 1,500 tons. The total exportation coastwise during the last eight years, from 1881 to 1888, was 99,825 Spanish quintals.

The prices here are: for baths excavated out of the solid, 4*l.* to 5*l.*; solid steps for staircases, 40 reals, say, 8*s.* to 12*s.* per square metre; for flooring slabs and table tops about 8*s.* per square metre.

General remarks and future prospects

The Garrucha district may be said to be a thriving one: the population of the town having risen in a few years from 2,000 to 5,050 at last census, with a floating population of nearly as many

more during the bathing season. The fixed population, apart from those employed in the smelting works and shipping operations, are engaged in fishing. They possess a large fleet of fishing boats, and, besides the quantity consumed in the place, are enabled to send into the interior as much as 2,000 tons of fresh fish annually; principally, of course, in the winter months, when the "arrieros," or donkey men, who leave here with large "recuas," or droves of donkeys, reach as far as Granada, returning with cargoes of oil, wine, spirit, charcoal, &c.

In sight of the return of exports and imports for the last two years, and taking into account the great benefit that will accrue to the town by the increased means of communication, completed and in project, it is not difficult to see that Garrucha has, in the future, prospects of becoming a much more important port than it now is. Taking, in the first place, the shipment of iron ore, already alluded to, from the Sierre of Bedar, we have the new wire rope tramway, capable of bringing down annually from 150,000 to 200,000 tons, and, when the other mines are connected by the projected railway with the port, 300,000 to 400,000 tons more can be delivered, making together 450,000 to 600,000 tons a year—a quantity in itself sufficient to justify the construction of a port. Were this to be made, and the railway connecting it with the main line to Granada, which would tap the valley of the Almanzora, the total exports might reasonably be estimated at over a million of tons annually.

The cost of shipping ore off the beach at present is 5 r. (1*s.*) per ton, of which $2\frac{1}{2}$ r. go to carry the ore by hand to the lighters, and $2\frac{1}{2}$ r. for lighterage to the ship. Nearly the whole of this would be saved by a port or mole, and, putting the port charges at 2 r. (5*d.*) per ton, a saving could be effected of nearly 3,000,000 r. to the shippers, and a handsome profit of 2,000,000 r., say 20,000*l.*, to the shareholders per annum from the exportation of the increased traffic alone, without counting the imports of coke and coal, although these will greatly increase as soon as the drainages of the lead mines of the Sierra Almagrera is finally settled.

GRANADA.

Mr. Vice-Consul Stanier reports as follows:—

Stagnation of trade.

Trade and industry at Granada are at a standstill owing to want of enterprise, capitalists preferring to lend their money at exorbitant interest to placing it in useful works.

Agriculture: wine and olives, 35,000 olive trees.

Agriculture is the principal source of wealth. The immense plain (Vega de Granada) produces wine and olives in abundance, and the Duke of Wellington's estate at Soto de Roma also produces good wine, resembling that of Montilla. There are as many as 35,000 fine olive trees in the neighbourhood of Granada, besides other fruits and cereals.

Manufactures: beetroot sugar, castings, and leather curing.

Manufactures are less flourishing: nevertheless, two large factories for making sugar from beetroot have just been built outside the

city. There are also one or two foundries for casting pillars, girders, &c., and a few tanneries.

Bricks.

The bricks used here are still the old, flat Roman ones; nevertheless a coarse kind of brick is now being used for the fronts of houses, but there is little finish about it, and brick fronts are generally painted.

Imitations of Moorish tiles, bases, &c.

Imitations of old Moorish tiles and bases are made with comparative success, especially by Conturas, the restorer of the Alhambra, and sold to travellers at high prices, but though the "metallic reflets" are pretty well imitated, the glaze is coarse and sandy. Plaster of Paris models of the Alhambra form quite an important article of industry.

Imported goods: mostly German and French; English bedsteads, calicoes, and stockings.

But few British goods find their way into Granada, being generally rejected on account of their expense. The principal are iron and brass bedsteads, though these have to compete with Spanish imitations, mostly from Seville. There is scarcely any genuine English cutlery to be found here, that article being principally supplied from Germany. American ironware is also found. English calicoes and stockings are sold here, but the drapery goods are mostly German, French, and Catalan.

Public works.

The corporation of Granada has recently begun carrying out a scheme for watering the city with iron pipes in place of the old clay water pipes which have been in use from the time of the Moors. Most of the material for this has been brought from France. A telephonic system is now being started for public offices and private houses. A scheme has also been proposed for lighting the city by electricity, but as yet nothing has been decided, and at present the lighting of the city is in the hands of a French gas company. Many other projects for the improvement of the city have been postponed from want of funds.

Iron water-pipes commenced.

Telephones started.

Electric light proposed.

Want of funds.

Linares.

Mr. Vice-Consul Whyte reports as follows:—

The district known as "Linares mining district" is composed of those of Linares, Bailen, Baños, Juanoman, Carboneros, Carolins, Vilelies, and St. Elena.

The extent is about 16 miles from N.E. to S.W., and 10 miles from N.W. to S.E.

The Bailen mines, which were formerly of importance, are now stopped.

The number of mines registered is not less than 850, of which 400 are in Linares only.

The mines and smelting works give employment to about 12,000 persons.

The production of lead ore for 1888 was as follows:—

	Galena.	Carbonates.	Total.
	Tons.	Tons.	Tons.
Linares	80,000	16,000	96,000
Other places in district	25,000	4,000	29,000
Total	105,000	20,000	125,000

As the galena gives 77 per cent. on a pay, and carbonates 50 per cent., the equivalent of this production is that of 90,850 tons of metallic lead.

Of the ore raised, 55,000 tons are smelted in Linares.

The quantity of coal consumed may be taken as follows:—

	Tons.
In mines	33,000
smelting	22,000
other industries	5,000
Total	60,000

This is of good quality, and is chiefly obtained from Belmez. Though slightly cheaper than formerly, it is still expensive, costing—

	s.	*d.*
At the mines (Belmez)	15	0
Railway carriage to Linares	15	6
Carriage to the mines (say)	4	6
Total per ton	35	0

The consumption of coke, also chiefly from Belmez, was 4,500 tons.

The engines and machinery are mostly English, although the greater part of repairs and an increasing amount of new work are now executed in two Spanish iron foundries in this town. Steam power.

	No. of Engines working.	H.p.
Mines and smelting	210	6,600
Other industries	70	740
Totals..	280	7,340

There are three smelting works in Linares, two of which (respectively English and French companies) desilverise their lead, which contains on an average 11 ozs. of silver per ton.

From 8 to 10 cwts. of coal are used per ton of soft lead obtained, and the cost of smelting and desilverising is about 2*l.* 7*s.* 6*d.* per ton.

The price of lead, which rose somewhat at the beginning of the year, averaged throughout 13*l.* 12*s.* 6*d.* in London (say, in Linares, 11*l.* 2*s.* 6*d.*).

The following observations will give some idea of the importance of British interests in this district:—

The amount of capital belonging to English companies and individuals is that of 400,000*l.* to 450,000*l.*, while the actual value of the property owned by them may be estimated at from 700,000*l.* to 750,000*l.* English enterprise.

The ore raised from mines belonging to the above was 30,000 tons, or 24 per cent. of the entire production of the district, and the metallic lead obtained in their smelting works was 23,746 tons, or 56 per cent. of the lead made in Linares.

The number of persons employed in mines and smelt mills was about 3,100.

The number of steam engines working was 85, with a nominal h.p. of 2,390.

In addition to mines and smelting works there is a large lead pipe, sheet, and shot factory, belonging to an English company.

The number of British subjects resident in this Vice-Consular district is about 150.

All mines and smelt mills are now working under very adverse circumstances. This is, of course, due principally to the low price of lead, while the heavy cost of carriage, and especially the tax of 1 per cent. on the brute production, contribute greatly to the difficulties with which these important industries have now to contend.

The harvest of 1888 was a very good one. Locusts were numerous, but arrived at maturity too late to do more than inconsiderable damage to garden produce, the corn crops being uninjured.

The price of cereals, &c., was low; the following being the average realised during the year in this province.

Articles.		Value.	
		s.	*d.*
Wheat	Per bushel..	5	6
Barley	„ ..	2	7
Rye	„ ..	3	9
Maize	„ ..	4	2
Oil	Per gallon..	2	6
Wine	„ ..	1	2

Linares stands at a height of 1,500 feet above sea level, and the climate is generally healthy.

There was no particular epidemic during 1888. Diphtheria was very prevalent, but this appears to have been common in other parts of Spain, and the number of deaths from it were not in excess of those of other years.

The number of births registered was	1,060	
„ deaths	1,613	
„ marriages	254	(of these 3 were civil)

There is a railway in course of construction between Linares and Puente-Genil: of this 20 miles, from Jaen to Espeluy, is made, and working.

The connecting portions are from Linares to Espeluy and from Jaen to Puente-Genil. It is calculated that the entire line will be completed in the course of two years.

The effect of this railway, if made, would be to secure to the Andalusian Railway Company a direct road of its own to Malaga (somewhat shorter than the present one), and which would thus bring that port into competition with those of Seville and Cadiz for the export of lead, &c., from this district.

At present the carriage to Malaga is heavily handicapped, owing to the maximum (or nearly maximum) tariff being charged by a rival company over their portion of the line, namely, from Linares to Cordoba.

An important effect would also be the bringing of the Belmez coal fields into direct communication with Linares by two independent companies, and the consequent avoidance of conflicting and obstructive tariffs.

Much, or the greater part of the coal supply, is now conveyed to Linares viâ Ciudad Real and Manzanares, a distance of 265 miles, instead of being brought by Cordoba, the latter route being only 130 miles, or, say, half the distance.

Marbella.

Mr. Consular-Agent Calzado reports that:—

The high rates of freight, which have for a long time predominated during the said period, have diminished the exportation of iron ore from this district to the United States of America, which is the only trade carried on in this district: the price of the ore, being at the same time low, has contributed besides to the stagnation in business felt all the year through.

Some new mineral discoveries are reported, and attracted the attention of some speculators, who are preparing to undertake the work if the investigation about being made correspond to their expectations.

It is a long time since the Spanish Government granted the concession to make a railway from Malaga to the Campamento (Gibraltar lines) through this district, giving a subvention, or pecuniary assistance, of 2,400*l.* per kilom., the amount of capital required being 116,334*l.* This railway will traverse by the coast, a region of 120 kiloms.; the grantee is at present in Madrid, making some arrangements in order to commence operations before long.

Motril.

Mr. Consular-Agent Llorca reports as follows:—

Of the products of the soil of this district and its industries the most important is sugar.

The plains of Motril and Salobreña comprise about 1,600 English acres, the greater part of which are planted with sugar-cane, the average annual production being about 96,000 English tons of sugar-cane.

There are now working in Motril four principal sugar factories, belonging respectively to Messrs. Larios, La Chica Burgos, Domingez y Garcia, and Aurioles Ravasa and Co.; besides two others, one belonging to the Duke of Santona, and the other to Mr. Candida Roda, but the latter two are not working at present.

In the plain of Salobreña there are two factories belonging to Mr. Urquijo and Messrs. Agrela.

All these factories are on a large scale, and have the newest

and best machinery; and of them the most important is that of Messrs. Larios, which can crush 480 English tons of cane in 24 hours. It is mounted on the diffusion principle, the patent of which they have acquired, and, consequently, have an advantage over their competitors.

The total produce of the cane may be estimated on an average at 10 per cent., of which 7 per cent. represents the yield of first-class sugar, and the second, third, and fourth classes 1 per cent. each.

The molasses is turned to account for extracting alcohol of superior quality. Besides the cultivation of the sugar-cane, sweet potato, French beans, and all other kinds of vegetables are grown here.

The special character of the climate here facilitates the production of tropical plants, such as the date palm tree, the custard apple and banana, &c., from all of which delicious fruit is obtained.

Amongst mining industry, the lead ores from the Sierra de Lujar, in the vicinity of this town, occupy the foremost rank, their produce being of great importance. The calamines, which are the richest ever known in ores of the zinc type, are worked by Don José de Burgos, who is also the principal producer of lead.

Besides the foregoing there are mines of copper, manganese, cobalt, &c.

Unfortunately there prevails a want of capital to give impulse to this industry, and it certainly would prove to be an abundant source of wealth to any company who, having sufficient funds, would come to this country, which may be said to be in a virgin state, with the certainty of reaping rich returns provided their operations are conducted with skill and discretion.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 11 | 89—H & S 775)

FOREIGN OFFICE.

1889.

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ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 436.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

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544.	Lisbon	2d.
545.	New York	1½d.
546.	San Francisco	1d.
547.	Stettin	1½d.
548.	San Salvador	½d.
549.	Trebizond	1d.
550.	Nice	1d.
551.	Baghdad	½d.
552.	Fiume	1d.
553.	Mogador	2d.
554.	Buenos Ayres	1½d.
555.	San Francisco	2½d.
556.	Carthagena	½d.
557.	Syra	1d.
558.	Varna and Bourgas	1d.
559.	Thessaly	½d.
560.	Yokohama	1d.
561.	Nantes	1½d.
562.	Suakin	½d.
563.	Algiers	1d.
564.	St. Petersburg	2½d.
565.	Söul	1d.
566.	Newchwang	1d.
567.	Roustchouk and Philippopolis	1d.
568.	Stockholm	1½d.
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570.	Chicago	1½d.
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576.	Palermo	3d.
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600.	Guatemala	1½d.
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623.	Salonica	1½d.
624.	Réunion	1d.
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627.	Malaga	2d.

No. 628.

Reference to previous Report, Annual Series No. 436.

SPAIN.

PORTO RICO.

Consul Hertslet to the Marquis of Salisbury.

My Lord, *Porto Rico, October* 20, 1889.

I HAVE the honour to forward, herewith, my Report upon the Trade and Commerce of this Island for the year 1888, and I should explain that the delay in the transmission of the same is due to the late publication of the Custom-house returns for the year to which it refers.

I have, &c.

(Signed) REGINALD H. HERTSLET.

Report on the Trade and Commerce of the Island of Porto Rico for the Year 1888.

Exports and imports generally.

The year 1888 shows a marked improvement over the preceding year, both in exports and imports, the combined values of which give an excess of 911,678*l.*

Exports.

As compared with 1887 there is an increase in exports amounting to 211,667*l.*, which is mainly due to the unusual excellence of the coffee crop; the sugar, molasses, and tobacco industries having all suffered a depression. The cattle trade is in a slightly better position than it was last year, and there has also been a small increase in minor exportations, especially hides and salt. The United States has the monopoly of the molasses trade and two-thirds of the trade in sugar. Nearly the whole of the coffee export has found its way into ports of Spain, Cuba, France, and Germany; tobacco has been shipped to Spain, Cuba, France, and England; and cattle have been exported to the British and French West Indian possessions, and to the Danish island of St. Thomas. I will now proceed to analyse the figures given in the export table (Table B) annexed to this report.

Sugar.

The sugar export this year has declined to the extent of 18,805 tons, as compared with the year 1887, and the present figures are the lowest that have been recorded for the past six years. This state of things is to be attributed partly to the effects of a wet season, and partly to the fact that large tracts of land have been left uncultivated owing to scarcity of funds in the

hands of sugar planters. Of the reduced export of 61,987 tons, 37,702 tons have sent out to the United States; 13,159 tons to Great Britain, Canada, and the British West Indian possessions; and 9,638 tons to Spain and Cuba.

Coffee. The coffee crop this year has been considerably above the average, and prices have ruled higher than usual. These favourable conditions have resulted in an export of 23,225 tons, of an estimated value of 1,300,620*l.*, which is nearly double the figures for 1887. Nearly one-half of the quantity exported has found its way into ports of Spain and Cuba; France and Germany have imported 6,817 tons and 2,643 tons respectively; 838 tons have been sent to Italy; and 1,291 to the United States, Danish possessions, England, and Austria, in the order named. A small supply has also been exported to Holland. The principal coffee-growing districts are Ponce, Mayagüez, and St. Johns, but the plant is also cultivated in Aguadilla and Arecibo. The finest coffee comes from the Ponce district, which this year has furnished 9,195 tons out of the total export of 23,225 tons; Mayagüez and St. Johns following with 6,454 tons and 5,472 tons respectively.

Molasses. There has been a falling-off in the molasses trade. In 1887 29,112 tons were exported, whereas the export this year does not exceed 21,102 tons, of which amount 19,048 tons have been shipped to the United States, and 2,054 tons to the British possessions.

Tobacco. The tobacco crop this year is less than the half of that for 1887, which yielded 3,462 tons. The average annual production may be estimated at from 2,000 to 2,500 tons, of which three-fourths is of inferior quality. It not unfrequently happens, however, that owing to bad weather and neglect of the seeds, much of the better quality becomes deteriorated, and the quantity of inferior tobacco is thereby proportionately increased. The best tobacco is invariably sent to Cuba, and the remainder to Spain, Germany, and other countries. This year Cuba has received 41 per cent. of the total amount exported: Spain 34 per cent., Germany 11 per cent., and all other countries 14 per cent.

Cattle. 6,087 head of cattle have been exported during the year. Of this number, 65 per cent. were shipped to the French West Indian possessions and Cayenne, 22 per cent. to the British West Indian possessions, 12 per cent. to the Danish island of St. Thomas, and 1 per cent. to the United States. As compared with last year the French importation has increased by 8 per cent., whilst the British and Danish figures have respectively declined 5 per cent. and 3 per cent.

Other articles. This heading comprises the following minor exportations:—

Salt, hides, lumber, oranges, cocoanuts, animal and vegetable guano, and other articles of little or no value. The most important of the foregoing are salt and hides. Salt is procured solely from the mines at Ceabo Rojo, situated in the district of Mayagüez, on the east coast of Porto Rico, and 5,272 tons, of an estimated value of 14,000*l.*, have been exported during the

present year to the United States and Cuba; 305 tons of hides, valued at 12,000*l.*, have been shipped to Spain, Germany, the United States, and other countries, Spain receiving 117 tons; and lumber and oranges have been exported to the amount of 205 tons and 7,415 tons respectively. The estimated value of all minor articles of export, excepting salt and hides, is 41,772*l.*

Imports generally.

An increase in imports, estimated at 700,010*l.* has succeeded the decline reported by me for the year 1887, and all the leading countries trading with Porto Rico have contributed to this improvement. Spain and Cuba head the list of importations with a value of 358,135*l.* in excess of last year, and Great Britain and the British colonies follow with an increase of 138,826*l.*, which almost counterbalances the falling-of in British imports which occurred during the year 1887. The United States' total has advanced 104,515*l.*, whilst the value of German importations has increased 50 per cent., and the French 100 per cent., as compared with the preceding year. There has been a decline of 63,278*l.* in the Danish trade, and imports from Italy has fallen to an insignificant figure; while, on the other hand, countries not already enumerated show a combined increased value of 20,755*l.* During the present year Spain has considerably advanced her position in the cotton, woollen, and jute trade; and her importations of the two former classes of goods have largely exceeded in value like supplies of British origin. Germany furnishes two-thirds of an increased import of rice, and Great Britain takes the lead in the jute, coal, metals, and codfish trade: her supply of the two first-named articles being largely in excess of the year 1887, whilst that of the two latter has diminished to the extent of 45,000*l.*

Cotton.

The cotton import this year has an increased value of 115,739*l.* as compared with the year 1887, and Spanish goods hold the first place, with an estimated value of 194,000*l.*, an improvement of 57,000*l.* upon the figures for last year. British cotton goods rank second, with a value of 172,000*l.*, an advance of 44,000*l.* over similar importations in 1887. The foregoing figures show that Spain has more than retained the position which it held last year over Great Britain in the cotton trade with this island, and this is undoubtedly due to the great disadvantage under which British goods labour in the matter of duties, as compared with their Spanish rivals. In 1887 a British import, valued at 128,000*l.*, was taxed to the extent of 28,000*l.*, whilst a Spanish import of 182,000*l.* paid 1,250*l.* only. This year Spanish calicoes, prints, shirtings, and dress material to the value of 182,000*l.* were admitted free of duty, while, on the other hand, the whole of a British import of similar articles, valued at 172,000*l.*, has been heavily taxed. Under this condition of things, it is scarcely surprising that, for the time being, Great Britain has lost the lead in the cotton importations; but, whilst recording this fact, it is only fair to state that British cotton manufactures still maintain their superiority in point of quality and design, and that the prints and sateens which have been received this year from Manchester are, perhaps, the very best of their class which have ever

been exposed for sale in Porto Rico. The remaining importations from all countries amount to 26,237*l.*, and include supplies of cotton goods from France and the United States, valued at 10,000*l.* in either case.

Woollens.

An important improvement has occurred this year in the woollen trade, the total import having an increased value of 46,000*l.* as compared with 1887. Spain heads the list of importations with an estimated value of 51,000*l.*, which includes a large supply of merinos, alpacas, and cashmeres. The British import is valued at 33,000*l.*, 18,000*l.* below the Spanish, which is an unsatisfactory change in the position of the former as compared with the latter importation last year, when British woollens were valued at 33,000*l.*, and articles from the Peninsula were of scarcely more than nominal importance.

Jute, hemp, and flax.

An important improvement has occurred in the jute, hemp, and flax trade during the present year, the importation being 827 tons in excess of that recorded for the year 1887. The British supply is the largest, having amounted to 861 tons, of an estimated value of 73,000*l.*, an increase of 300 tons, valued at 30,000*l.*, as compared with the figures for last year. The Spanish import has amounted to 485 tons, with a value of 42,000*l.*, which is 33,000*l.* higher than the value of a similar importation in 1887, and the United States and German contributions have risen in value from 9,000*l.* and 6,000*l.* to 12,000*l.* and 10,000*l.* respectively.

Rice.

The rice import has suffered a decline, and, in a reduced supply of 18,404 tons, Germany has furnished 10,090 tons, of an estimated value of 184,000*l.*, an advance of 43,000*l.* upon the value of her importations in 1887. The British import, on the other hand, has fallen from 141,000*l.* to 124,000*l.* during the same period. As compared with the year 1885, the last-named importation has declined to the extent of 87,000*l.*, whilst the German has increased by 70,000*l.*, which figures serve to demonstrate that the interest hitherto held by Great Britain in the rice trade is slowly, but surely, passing into the hands of Germany. This unsatisfactory state of things is undoubtedly to be attributed, as I observed in my report for last year, to the comparative cheapness of German as compared with British rice, and to the superior inducements offered to importers of the former article in the matter of freights and credit. The only remaining rice importation of any value is that from the Danish West Indian possessions, which is estimated at 14,000*l.*, a decrease of nearly 50,000*l.*, as compared with the supply in the year 1887.*

Flour.

The exceptional import of flour in 1887 has been followed by a still heavier one during the present year, no less than 13,122 tons, valued at 334,860*l.*, having been brought into the island during the past 12 months. Of this increased supply the United States has furnished 10,792 tons and Spain 2,196 tons, the

* Rice from Danish possessions is given in the previous report as follows:—1885, 24,000*l.*; 1886, 41,000*l.*; 1887, 63,000*l.* See No. 436 Annual Series, 3.—Ed.

figures in the former case being a slight falling-off, and in the latter an increase of 600 tons, as compared with last year.

Codfish. The codfish trade this year has declined to the extent of 970 tons, and, out of a diminished import of 6,720 tons, Canada has supplied 4,760 tons, or 2,560 tons less than a similar import in the year 1887. Codfish to the amount of 1,467 tons has also been received from the Danish West Indian possessions.

Pork and hams. The United States has the monopoly of the trade in pork and hams, having contributed 2,352 tons, of an estimated value of 66,000*l.*, out of a total supply of 2,476 tons. The importations last year amounted to 1,595 tons, of which 1,546 tons came from the United States.

Lard. The quantity of lard received this year is identical with the importation for the year 1887, there being a total of 1,382 tons in either case. The value of the United States import alone, for the present year as also for the year preceding, has exceeded 60,000*l.*

Other provisions. Provisions of all kinds, excepting those already specified, are included under the head "Other provisions;" the articles most worthy of attention being cheese, jerked and salted beef, butter, olive oil, canned goods, vegetables in every form, preserved fruits, and sweetmeats.

Cheese. 507 tons of cheese have been imported during the year, and of this amount England has supplied 170 tons, valued at 13,000*l.*, and the United States, Germany, and France 147 tons, 90 tons, and 58 tons respectively.

Jerked and salted beef. In an importation of 1,787 tons of jerked and salted beef, Uruguay has furnished 1,683 tons, valued at 47,000*l.*

Butter. Butter has been imported to the amount of 251 tons. This article is brought principally from the United States, Denmark, and Spain, the importations from these countries having amounted this year to 119 tons, 81 tons, and 32 tons respectively.

Olive oil. Olive oil comes mainly from Spain, whence 513 tons, valued at 16,000*l.*, has been imported during the year.

Canned goods. Spain, France, and the United States, in the order named, have taken the larger share in a supply of canned goods amounting to 210 tons, of an estimated value of 21,000*l.*

Vegetables. 3,952 tons of vegetables in every variety, valued at 37,000*l.*, have arrived from Spain, the United States, and the Danish West Indies; the first-named country is furnishing 70 per cent. of the entire importation.

Preserved fruits and sweetmeats. Preserved fruits and sweetmeats, to the quantity of 186 tons, have been imported during the year from the United States, England, and Spain, the American consignment being given at 65 tons, of an estimated value of 2,000*l.*

Beer, wine and spirits. Beer, wine, and spirits have been imported this year to the amount of 920,600 gallons, a slight decrease as compared with the total for the year 1887. These figures include an importation of beer amounting to 184,400 gallons; 511,100 gallons of wine, 63,300 gallons of brandy, and 34,000 gallons of liqueurs.

Beer. 98,400 gallons of beer have come from Germany, 50,200 gallons from Great Britain, and 19,910 gallons from the Danish West India possessions.

Wine. Spain and France have respectively furnished 63,700 gallons and 40,600 gallons of wine; France, Great Britain, and Germany, in the order named, have supplied 25,500 gallons, 18,300 gallons, and 12,000 gallons of brandy, and the quantity of

Brand

Liqueurs.

liqueurs imported from the Peninsula has amounted to 23,000 gallons; France, Great Britain, and Germany sending 11,000 gallons.

Metals.

An improvement has taken place in the metal trade, the total value of all articles imported being estimated at 92,425*l.* There has been an increased demand for British iron and steel goods, especially forged iron plates, axles, hoops, carriage springs, steel in bars, wire, nails, screws, tubes, &c., the value of the entire import being estimated at 54,000*l.* A similar importation from the United States is valued at 24,000*l.* Small supplies of railway material and machinery have also been received during the year, and these have been referred to under the heading of "Other articles."

Iron and steel.

Coal.

In an increased import of coal, amounting to 16,469 tons, Great Britain and the United States have furnished 12,000 tons and 4,000 tons respectively.

The former importation is nearly double that of last year, while the latter has advanced 1,200 tons.

Other articles.

Cigars and cigarettes.

Boots and shoes.

Soap.

Crockery.

Hats.

Mineral waters.

Empty casks.

Staves and cooperage.

Paraffine and sperm.

Specie.

Railway material.

Material for waterworks.

This heading comprises an innumerable variety of articles, of which the most noteworthy importations are the following:—152 tons of cigars and cigarettes from Cuba, valued at 60,000*l.*; 119 tons of boots and shoes, valued at 57,000*l.*, from Spain; and soap to the amount of 1,606 tons, valued at 42,000*l.*, from the same source; 524 tons of crockery, valued at 21,000*l.*, from Germany, Great Britain, and Spain, of which Germany contributes one-half; 15 tons of hats (19,000*l.*) from Spain, Great Britain, and other countries, the British consignment amounting to 9 tons; 106 tons of mineral waters (41,000*l.*) from Great Britain, France, Spain, and the United States; 11,700 tons of empty casks (36,000*l.*), of which 11,400 tons came from the United States; 1,178 tons of staves and cooperage (19,000*l.*) from Spain and the United States; 237 tons of paraffine and sperm (14,000 *l.*) from Germany, Spain, and Great Britain; and specie to the value of 46,000*l.* from Spain. Railway material has also been imported from Great Britain and the United States to the amount of 84 tons and 54 tons respectively; and 245 tons of material has arrived from Belgium for waterworks.

Shipping.

Shipping generally.

According to the returns published by the General Finance and Customs Department of Porto Rico, 1,406 vessels, with a tonnage of 1,225,749 tons, have arrived at this island during the present year, which is a decided improvement as compared with the year 1887.

British shipping.

An examination of these figures shows the number of British ships and tonnage to have increased by 35 vessels and 54,804 tons during the first 12 months, and to the extent of 75 vessels and 114,662 tons over the year 1886.

Spanish, American, and French shipping.

German shipping.

Spanish, American, and French shipping have all declined, whereas German shipping is considerably in excess of the year 1887. The shipping of all the other countries has improved by the number of 24 vessels and 6,841 tons.

General.

A provisional census of the population of this island was taken on December 31, 1887, under the Central Committee of the Census Board, with the following result, which was published in the Porto Rico Official Gazette of March 22 in the present year:— Population.

District of the Capital	St. Johns	137,239
„	„ Ponce	162,038
„	„ Mayagüez	116,934
„	„ Arecibo..	126,124
„	„ Guayama	96,966
„	„ Aguadilla	86,823
„	„ Humacao	81,799
„	„ Vieques	6,014
	Total	813,937

When the last census was taken, at the end of the year 1878, the population of the island amounted to 729,445 inhabitants. Formation of a bank.

By Royal Decree, signed at Madrid on May 5, 1888, permission was granted to certain merchants of this island to form a bank of issue and discount under the following conditions:—

The concession to last for a period of 25 years; the amount of capital to be 1,500,000 Spanish dol. (say 300,000*l.*), to be increased to 2,000,000 dol. (say 400,000*l.*), at the discretion of the Government, which is required to give six months' notice of such intention; the bank to be bound to grant loans to the Porto Rico Treasury to the amount of 500,000 dols. (say 100,000*l.*), at a maximum rate of interest of 8 per cent. per annum, returnable by instalments of three, six, or twelve months. Up to the date of this report, however, the bank has not been opened to business, the reason assigned being that the currency of the island has not yet been changed from Mexican to Spanish, in which latter coin only the bank is allowed to carry on its operations.

The plant necessary for dredging the harbour of St. Johns arrived from France during the year, but operations have not as yet been commenced. The harbour of St. Johns.

On March 5, 1888, a concession for the construction of a railway to encircle this island was granted by the Spanish Government to a certain Don Ivo Bosch for the sum of 9,928,000 Spanish dols. (say 1,985,600*l.*), operations to begin within six months of the date of the concession. The concession was shortly afterwards transferred to a company formed at Madrid under the title of Compañia de los Ferro-carriles de Puerto Rico. The line of railway will comprise the following sections:—St. Johns to Mayagüez viâ Arecibo and Aguadilla; Ponce to Mayagüez viâ San German; Ponce to Humacao viâ Arroyo; Caguas to Humacao viâ Juncos; and Rio Piedras to Humacao viâ Fajardo. During the summer a staff of engineers and surveyors arrived in the island, and, after making a preliminary examination of the route which has to be traversed, work was begun in the month of September, in accordance with the terms of the contract. Railway to encircle Porto Rico.

Public health. In the autumn of this year small-pox broke out in an epidemic form in the district of Ponce, and has since extended to almost every part of the island. No official statistics have been published, either as to the extent of the disease or the rate of mortality; but from information derived from the press, and from reliable private sources, I am of opinion that, at a moderate computation, the number of cases cannot have been less than 8,000, while the death-rate has averaged about 33 per cent. of the persons attacked.

NOTE.—1,000 kilogrammes = one ton; one litre = 0·880 quarts; five dollars = 1*l.* sterling (par rate).

Table A.—RETURN of Principal Articles of Export from Porto Rico during the Years 1887–88.

Articles.		1888.		1887.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Sugar	Tons ...	61,987	805,835	80,792	1,050,301
Coffee	,, ...	23,225	1,300,620	12,551	702,842
Molasses	,, ...	21,102	101,292	29,112	139,737
Tobacco...	,, ...	1,518	98,610	3,462	225,754
Cattle	Head ...	6,087	36,522	5,800	34,800
Other articles	...	...	67,772	...	45,549
Total	...	...	2,410,651	...	2,198,983

Table B.—TABLE showing the Total Value of all Articles Exported from Porto Rico and Imported to Porto Rico from and to Foreign Countries during the Years 1887–88.

Country.	Exports.		Imports.	
	1888.	1887.	1888.	1887.
	£	£	£	£
Great Britain and British possessions ..	208,818	201,204	726,710	587,884
Spain and Spanish possessions	877,095	727,573	943,167	585,032
United States	641,432	922,208	695,824	591,309
France and French possessions	407,858	185,226	124,492	65,278
Germany..	168,704	100,306	292,218	199,889
Denmark and Danish possessions	43,870	43,548	54,683	127,961
Italy	46,924	17,608	430	910
Other countries	15,950	1,310	65,085	44,330
Total	2,410,651	2,198,983	2,902,604	2,202,593

Table C.—Return of Principal Articles of Import to Porto Rico during the Years 1887–88.

Articles.		1888.		1887.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton manufactures	Tons	2,048	392,234	1,589	276,495
Woollen ,,	,,	216	99,675	68	43,979
Jute, flax, and hemp	,,	1,918	139,163	1,091	74,075
Rice	,,	18,404	331,285	20,391	367,048
Flour	,,	13,122	334,860	12,625	322,201
Codfish	,,	6,720	67,206	7,690	77,000
Pork and hams	,,	2,475	69,295	1,594	44,658
Lard	,,	1,382	60,814	1,382	60,835
Other provisions	,,	11,937	268,834	7,670	174,500
Beer, wine, and spirits	Gallons	929,588	206,425	930,000	158,000
Metals, raw and manufactured	Tons	3,577	92,425	2,775	74,298
Coal	,,	16,449	24,673	9,434	14,150
Other articles	,,	...	815,715	...	515,354
Total		...	2,902,604	...	2,202,593

Table D.—Return of all Shipping at the Island of Porto Rico in the Year 1888.

Nationality.	Entered.		Cleared.	
	Number of Vessels.	Registered Tonnage.	Number of Vessels.	Registered Tonnage.
British	280	175,964	370	146,737
Spanish	766	720,443	547	533,541
American	119	59,324	139	53,645
French	96	125,903	135	83,911
German	98	136,954	110	126,544
Other countries	47	17,161	43	19,224
Total	1,406	1,235,749	1,344	963,602
,, for the year preceding	1,344	1,023,656	1,303	877,582

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 11 | 89—H & S 776)

FOREIGN OFFICE.

1890.

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No. 678.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

SPAIN.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF THE PHILIPPINE ISLANDS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 494.

Presented to both Houses of Parliament by Command of Her Majesty,
APRIL, 1890.

LONDON:
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BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

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604.	Vera Cruz	1½d.
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639.	Copenhagen	1d.
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650.	New Orleans	1d.
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No. 678.

Reference to previous Report, Annual Series No. 494.

SPAIN.

MANILA.

Consul Gollan to the Marquis of Salisbury.

My Lord, *Manila, January* 31, 1890.

I HAVE the honour to transmit to your Lordship a Commercial Report on the Philippines for the year 1889.

I have, &c.

(Signed) ALEX. GOLLAN.

Report on the Consular District of the Philippines for the Year 1889.

Official statistics.

The official returns, which are always late in making their appearance, have not yet been issued even for 1888. The complete tables, therefore, which I have hitherto been able to annex to my reports are, I regret to say, absent on the present occasion, but, should the data be finally forthcoming, I purpose forwarding a supplementary report.

Review of year 1889.

As regards 1889 it would appear, from the private sources which have been alone open to me, that the year may be considered a fairly prosperous one. Prices of all kinds of produce shipped from these islands ruled high, and, exchange being low, the result to the agriculturist must have been decidedly above the average. It is true that the planters have suffered severely from the loss of their cattle from a disease called epizootic, but, taking it all round, they must have done well. The state of the sugar market improved in the beginning of the year, and, although it fluctuated a good deal before its close, prices on the whole left more of a margin for profit than has been the case for some years past. One English firm especially having, it is said, made a good deal of money in the article. Hemp did not altogether keep up the buoyancy it exhibited in 1888, and the production fell off by some 90,000 bales, which is partly attributed to the exceptionally dry weather experienced during the first eight or nine months of the year, and partly to the forced production early in the year caused by the very inflated prices which then ruled. No great increase is expected this year, and the stock in hand only reaches the remarkably low figure of 27,000 bales.

The following are the figures as regards the main articles of export for the year.

Exports, 1889. Sugar. The total shipments, including those from Iloila and Cebu, were distributed thus:—

	Wet sugar.	Dry sugar.	Total.
	Tons.	Tons.	Tons.
To United States and Canada ..	..	151,000	151,000
Great Britain	38,000	11,000	49,000
Other countries	..	20,000	20,000
Total	38,000	182,000	220,000

The shipments in 1888 were 185,000 tons, thus showing an increased export of 35,000 tons in 1889.

Taking the average price for the year of wet sugar at 8*l.* per ton, and dry sugar at 11*l.* per ton, the total values would amount to about 2,200,000*l.*, or some 500,000*l.* more than in 1889.

Hemp. The shipments during the year have been as follows:—

	Bales.
To Great Britain	322,022
United States	219,907
Australia	17,561
Other countries	9,081
Total	568,571
As against in 1888	661,432
Decreased shipments in 1889	92,861

The average price of hemp for the year may be taken at 45*l.* per ton of eight bales, which gives a total, in round numbers, of 3,200,000, or, notwithstanding the diminished quantity exported above referred to, some 200,000*l.* more than in 1888. It still, therefore, holds its own as the most important article of export from the Philippines, the value exceeding that of sugar by about 1,000,000*l.* sterling.

Coffee. The shipments of coffee have been 6,000 tons, as against 7,000 tons in 1888, or a falling off of 1,000 tons. This in view of the political movement in Brazil, which it is thought may considerably affect the exportation from that country, is rather extraordinary, but may, perhaps, be accounted for by dealers holding out for higher prices. Taking an average price for the year of 83*l.* per ton, a total value is arrived at of about 500,000*l.*

The above calculations have been made at an average rate of exchange of 3*s.* 5½*d.* per dol.

Articles.		Quantity.
Cigars	Number..	120,000,000
Leaf tobacco	Tons ..	9,000
Sapan-wood	„ ..	5,000
Indigo	Lbs. ..	354,500

Other articles of export, 1889.

I have been quite unable to obtain from private sources reliable data as regards the quantity and value of imports, and must, therefore, await the appearance of the official statistics. Imports, 1889.

Nothing has been done during the year to place the currency question on a more stable basis. The newspapers are continually ventilating the subject, and the ministry at Madrid are stated to be earnestly considering the matter, but no decision has as yet been arrived at. Meanwhile, the Manila mint has been suppressed, and the prohibition on the introduction of Mexican dols. continues :— Currency question.

Return of British Vessel at Manila, 1889.

ENTERED.

	Number of Vessels.	Tons.	Crews.
With cargoes	125	115,354	5,445
In ballast	33	49,187	
Total	158	164,541	5,445

British shipping, 1889.

CLEARED.

	Number of Vessels.	Tons.	Crews.
With cargoes	138	140,818	5,378
In ballast	18	20,964	
Total	156	161,782	5,378

A marked feature of the shipping trade to this port, in 1889, was the increased number of steamers, of the above total of 158 entries 37 only being sailing ships, thus :—

		Number.	Tons
China and Manila Steamship Company's steamers	Regular Traders	48	28,857
Jardine Matheson and Company's steamers	Regular Traders	25	20,082
Other steamers		48	67,162
Sailing ships		37	48,440
Total		158	164,541

N.B.—The coasting trade is confined to vessels under the Spanish flag.

Wrecks, 1889. A large British steamer, the "Altnacraig," was stranded and totally lost in July on an unknown shoal in latitude 9° north, longitude 118° 21′ east, while on her voyage from Iloilo to New York with a full cargo of sugar. The crew were all saved, but the monetary loss is said to have amounted to some 80,000*l*. The wreck was finally sold by the owners and underwriters to some speculators here with a view to salvage; but after devoting some six weeks or two months to their operations all their efforts were found to be fruitless, and the vessel had finally to be abandoned. A marine inquiry into the circumstances of the wreck was held at Hong Kong; but as the place was not marked on the chart the master (Captain Buyers) was exonerated from blame, with the exception that some fault was found with him for the somewhat rough and ready method in which he took his cross-bearings on the morning of the accident.

The typhoon season was a very moderate one as far as this particular locality is concerned, and no other wreck was reported at this consulate during the year; but heavy storms were very prevalent in other parts of the China Sea and many disastrous casualities took place.

Public works. The harbour works, for which a special tax has been enforced for some ten years past and still continues, have been practically stopped. It appears that the operations were being conducted without the necessary sanction from the Home Government in Madrid, and I fear, therefore, that the very large expenditure which has already been incurred will turn out to be of very little practical utility. Besides, I believe that a portion of the main sea wall has given way so that the position of the undertaking is altogether a most unsatisfactory one.

The railway to Dagupan is said to have made satisfactory progress, and it is expected that one of the sections will be opened for traffic during the current year.

The other line, the centre of Luzon Railway, to which I alluded in my report for 1887, still awaits the sanction of the Madrid Government.

The patent slip, at Cavite, continues to be of immense advantage to the shipping of the port.

Iloilo.

Mr. Vice-Consul Shelmerdine furnishes me with the following particulars of his district:—

General position of the district. This district is in a rather better condition financially than it has been for some years, owing to a fair crop of the chief and almost only article of export grown here, namely sugar, which is sold at prices considerably above the average of the past few years.

The rice crop has been rather below the average.

The cholera, which swept over these islands during the year,

did not fail to visit this port and the adjacent provinces, causing great mortality amongst the natives, and it is estimated that about 7 per cent. of the population of this island was carried off by it, while in this town the mortality was much higher.

Exports, sugar. During the year 110,000 tons of sugar were exported as against 77,000 tons during 1888. Prices being high all stocks have been completely cleared off.

Tobacco. The tobacco crop amounted to 1,000 tons, and was all shipped to Manila.

Sapan-wood. There was a falling off in the export of this article which all goes to China.

Imports, cotton. A fair business has been done in cotton goods during the year, and the prospect of higher import duties from the beginning of 1890 induced importers to bring forward goods to get them into the country before the end of the year, and the consequence is that the importation of these goods during the year is considerably more than during 1888, but it is not possible to obtain any statistics.

Rice. During the past year 20,000 tons of rice have been imported as against 28,000 tons during 1888.

Shipping. There has been an increase of 24,396 registered tons of shipping during this year over that for 1888.

Two-thirds of the shipping was under the British flag. A special feature this last year was the number of steamers that loaded cargoes of sugar, the object being to get the produce quickly to the consuming markets.

Port. As yet nothing has been attempted for the improvement of the inner port.

The cement work is being built of a light-house that is to be placed on the south-west point of Guimeras, which will greatly facilitate the entrance to this port from the south.

Roads and bridges. The bridge, which ought to connect this port with the rest of the province, has been down for years; but now not only are the bridges a disgrace all over the province but the roads are worse than they have been for years, and the planters have the greatest difficulty to bring their produce to market, the cost of production being greatly enhanced by the difficulties in the way of transit.

Future prospects. The new year brings an import duty of about 4 dol. per ton on all rice imported, which, being the chief food of the natives, falls very heavy on the poorer classes.

RETURN of Principal Articles of Export from Iloilo during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Sugar	Tons ...	110,000	1,090,667	80,000	667,307
Sapan-wood	Tons ...	3,500	16,197	5,800	19,495
Hemp	...	...	...	...	...
Tobacco	Tons ...	1,000	44,000	800	31,246
Total	... ...	...	1,150,864	...	718,048

RETURN of Principal Articles of Import to Iloilo during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Rice	Tons ...	20,000	135,972	25,000	164,371
Petroleum	Cases ...	94,000	35,250	75,500	34,604
Coals	Tons ...	5,648	8,472	4,882	7,323
Total	...	...	179,694	...	206,298

RETURN of all Shipping at the Port of Iloilo in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	19	24,236	25	37,093	44	61,329
American	14	15,963	...	...	14	15,963
German	...	...	17	14,032	17	14,032
Spanish	...	...	1	716	1	716
Other countries ...	4	3,411	8	3,841	12	7,252
Total	37	43,610	51	55,682	88	99,292

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	20	26,017	25	37,093	45	63,110
American	13	14,833	...	...	13	14,833
German	...	...	17	14,032	17	14,032
Spanish	...	...	1	716	1	716
Other countries ...	4	3,411	8	3,841	12	7,252
Total	37	44,261	51	55,682	88	99,943

CEBU.

I have the following from Mr. Acting Vice-Consul Thomson:—

Exports.

The year 1889 has been, on the whole, a good one for sugar planters, for, although prices ruled comparatively low during the earlier months, they advanced steadily during crop time, and did not again decline materially until the last of the crop had been contracted for. The production, however, was small, and appears to be gradually falling off in this district. For the last three years the sugar crop has resulted:—

	Tons.
1889	8,335
1888	13,017
1887	20,234

The latter being an average one.

The quality of the sugar also seems to be deteriorating. The prospects for the coming year also point to a small result, owing, firstly, to excessively dry weather at planting time, and, secondly, to the prevalence of locusts, which are every year becoming a greater pest in the neighbourhood; no effectual means being taken by the authorities for their extermination, and this is doubtless the chief cause of the deterioration in quality.

There is now a considerable amount of hemp grown in this island, and the extra production of this article and maize may be taken to explain the falling off in sugar. Prices of hemp have ruled high during the year, though subject to much fluctuation. The production has not been so large as was expected earlier in the season, for receipts, as compared with last year, suddenly began to fall off in August, and have continued on a very limited scale up to the present date.

Imports.

There has been a marked falling off in imports of rice, owing to an abundant crop of maize. The demand for agricultural machinery has almost ceased.

Public health.

Cholera broke out in this district on July 9, and spread rapidly. The total number of deaths from this cause in the town of Cebu and adjoining one of San Nicolas was 806 from the above date to August 26, when the port was again declared clean.

RETURN of all Shipping at the Port of Cebu in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	2,836	7	10,207	10	13,043
American	7	7,890	...	...	7	7,890
German	...	...	14	8,527	14	8,527
Norwegian	2	2,332	...	...	2	2,332
Swedish	1	996	...	...	1	996
Total	13	14,054	21	18,734	34	32,788
,, for the year preceding	22	21,041	17	15,511	39	36,525

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	2,836	7	10,207	10	13,043
American	7	7,890	...	...	7	7,890
German	...	...	14	8,527	14	8,527
French	1	599	...	...	1	599
Norwegian	2	2,332	...	...	2	2,332
Swedish	1	996	...	...	1	996
Total	14	14,653	21	18,734	35	33,387
,, for the year preceding	22	21,636	17	15,511	39	37,147

RETURN of Principal Articles of Export from Cebu during the Years 1889–88.

Articles.	1889.		1888.	
	Quantity.	Approximate Value.	Quantity.	Approximate Value.
	Tons.	£	Tons.	£
Wet sugar	1,710	10,260	3,600	25,200
Dry „	10,152	95,444	13,100	104,800
Hemp	11,617	435,637	11,298	361,536
Total	23,479	542,341	27,998	491,536

RETURN of Principal Articles of Import to Cebu during the Years 1889–88.

Articles.	1889.		1888.	
	Quantity.	Approximate Value.	Quantity.	Approximate Value.
	Tons.	£	Tons.	£
Rice	12,265	73,590	22,000	138,950
Coal	1,550	2,070	200	300
Total	13,815	75,660	22,200	139,250

TABLE showing the Total Value of all Articles Exported from Cebu and Imported to Cebu from and to Foreign Countries during the Years 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain	162,873	121,110	..	..
United States	371,856	355,740	..	..
Hong Kong	..	1,296	32,166	76,200
Saigon	..	..	41,424	40,200
Bangkok	..	..	..	20,250
Australia	7,612	5,940	2,070	..
Total	542,341	484,086	75,660	136,650

In this and other tables the values are approximate, only being calculated at the average price last season, there being no statistics of values kept here.

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REPORT FOR THE YEAR 1889

ON THE

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657.	Warsaw	½d.
658.	Rome	1½d.
659.	Saigon	½d.
660.	Buenos Ayres	½d.
661.	Galveston	1d.
662.	Galatz	1½d.
663.	Antwerp	1d.
664.	Boston	1d.
665.	Madeira	½d.
666.	New Hebrides	½d.
667.	Riga	1d.
668.	Charleston	1d.
669.	Algiers	2d.
670.	Stuttgart	1d.
671.	Havre	3d.
672.	The Piræus	1d.
673.	Syra	1d.
674.	Boulogne	1d.
675.	Taganrog	2d.
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No. 692.

Reference to previous Reports, Annual Series Nos. 489 *and* 613.

SPAIN.

BARCELONA.

Acting-Consul Witty to the Marquis of Salisbury.

My Lord, *Barcelona, March* 27, 1890.

I HAVE the honour to transmit to your Lordship herewith the Annual Reports on Trade, Industry, and Agriculture in this Consular District for the year 1889.

I regret that, owing to the length of time occupied in collecting and verifying the statistics which accompany these reports, I have been unable to forward them earlier.

I have, &c.
(Signed) F. WITTY.

Report on the Trade and Industry of the Consular District of Barcelona during the Year 1889.

BRITISH TRADE.

The following table shows the direct and indirect trade in British shipping with Barcelona during five years ending December 31, 1889:— Comparative table during five years of trade in British shipping.

Years.	Vessels.	Tonnage.	Value of Imports.	Value of Exports.
			£	£
1885	296	248,412	987,058	154,105
1886	290	251,083	1,271,588	33,517
1887	340	284,751	2,399,529	57,203
1888	300	262,378	1,116,170	84,402
1889	324	277,956	2,479,582	45,850

The number of vessels in 1890 was greater than in the previous year by 24; the tonnage showed an increase also of 15,578 tons. Increase in British shipping.

Increase in British imports.

The value of imports surpassed that of 1888 by 1,363,412*l.*, which is accounted for by the greatly enhanced value of merchandise in general at ports of Origen, and higher rates of freights that ruled during the year.

Decrease in exports.

The value of exports was lower by 38,552*l.* than in 1888, owing to the decrease in the exportation of wine.

Coals.

The total amount of coal imported was 371,000 tons. Of this quantity 323,000 tons came in British steamers from Great Britain, 3,000 tons in British sailing vessels from Australia, and the remainder in foreign vessels from Great Britain. The quantity continues to increase yearly, although the native coal from San Juan de Abadesas is largely used in the interior of Catalonia for steam purposes, and in spite of the increasing importation of French coal.

Australian coals.

There is no doubt that Australian coal would be largely used for gas-strengthening purposes if it were not so costly, owing to the high freight that has to be paid on it.

Indian jute.

There were 33,000 bales of jute, imported in British steamers, valued at 100,000*l.*, an increase of 11,000 bales.

General cargoes from Great Britain —value.

The estimated value of general cargoes, in British vessels from England, consisting of machinery, pig iron, manufactured goods, chemicals, &c., was 47,700*l.* The regular lines of steamers from London and Liverpool, which bring large quantities of general cargo to Barcelona, are all under the Spanish flag.

Australian wheat.

The experiment, made in 1888, of importing wheat from Australia, has not been repeated. The quality was satisfactory, but, as in the case of coals from Australia, the large amount to be paid in freight made the wheat come out very costly.

Total imports.

The total value of imports in British vessels from Great Britain and her colonies amounted to 522,812*l.*, showing a decrease of about 72,000*l.* over 1888.

Indirect trade in British vessels.

With respect to indirect trade in British vessels, only four vessels arrived from Italy with charcoal, worth 6,400*l.*, a decrease of nearly 9,000*l.*

Charcoal.

Cotton.

From the United States there arrived 29 steamers, bringing 118,300 bales of cotton, valued at 1,419,600*l.*, being an increase of 73,246 bales, worth 878,000*l.* over previous year.

Wheat.

Wheat, weighing 44,340 tons, and valued at nearly 400,000*l.*, was imported from the Black Sea and the Danube. Nothing came from America, as prices ruled higher there than in the Black Sea.

Petroleum.

No petroleum arrived in British vessels.

Timber.

From the Baltic there were imported 3,855 standards of deals in British vessels. From Galatz there arrived a steamer with 700 standards of deals.

Total value of indirect imports.

The total value of indirect imports in British vessels was 1,956,770*l.*, an increase of 1,435,863*l.* over the previous year, owing to the great increase of cotton and grain in English vessels.

No direct trade to Great Britain.

No cargo was loaded here for Great Britain in British vessels: most of the vessels that discharged here proceeded afterwards to Spanish ports, lower down the coast, to load fruit or

mineral, whilst the remainder went in ballast to the Black Sea or Danube to load grain cargoes.

No complaints from shipmasters as to swindling in weighing of cargoes.

It is pleasant to be able to record that no serious complaint, as to attempted swindling in the matter of weighing out of cargoes, has been made by British shipmasters at this Consulate during the year. We may therefore hope that a higher standard of commercial morality, than formerly prevailed here, has now been attained. Probably the vigorous action of the British Steamship Owners' Protection Association a few years ago conduced to this end.

Decrease of desertion.

An arrangement made during last year, for the prompt arrest of seamen found on shore without leave by the local police, has had the effect of checking desertion from British vessels.

Loss of British steamers.

No very serious casualties to British vessels were reported in this Consular district during 1889; but in January 1890 the loss of two steamers occurred. The steamship "Sunshine," of West Hartlepool, sank in the Gulf of Lyons, after a collision with another British steamer; and the "Moscow," of Leith, was stranded during a fog at Javea, in the province of Alicante, and became a total wreck. No lives were lost in either case.

Results of International Exhibition, 1888.

One of the agreeable results of the Barcelona International Exhibition, 1888, has been to increase the importation of British machinery. Several instances have occurred of Catalan manufacturers who, having been struck with the excellence of the spinning and weaving machinery, have since proceeded to England in order to arrange for the purchase, and erection in their own factories, of similar machinery.

RETURN of all Shipping at the Port of Barcelona in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	1,216	321	278,415	324	279,631
Spanish	1,513	111,019	1,293	1,271,198	2,806	1,382,217
French	5	2,522	185	190,495	190	193,017
Italian	174	39,560	143	287,819	317	327,379
German	1	368	57	54,257	58	54,625
Russian	25	13,630	4	2,715	29	16,345
Norwegian and Swedish	18	7,651	59	30,623	77	38,274
Austrian	6	1,381	10	7,474	16	8,855
Greek	17	5,772	3	2,360	20	8,132
Dutch	1	152	1	681	2	833
Danish	8	1,135	21	15,183	29	16,318
United States ...	1	425	...	...	1	425
Argentine	...	...	2	3,003	2	3,003
Portuguese... ...	...	...	1	831	1	831
Total in 1889 ...	1,772	184,831	2,100	2,145,054	3,872	2,329,885
,, 1888 ...	1,884	201,696	1,857	1,712,067	3,741	1,913,763

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	3,012	325	285,128	329	288,140
Spanish	1,479	109,880	1,253	1,244,607	2,732	1,354,487
French	5	2,522	194	196,852	199	199,374
Italian	171	37,146	140	281,721	311	318,867
German	1	368	60	57,883	61	58,251
Russian	22	12,476	6	3,668	28	16,144
Norwegian and Swedish	20	8,381	60	31,006	80	39,387
Austrian	7	1,624	9	7,110	16	8,734
Greek	18	6,212	4	2,882	22	9,094
Dutch	1	152	1	681	2	833
Danish	7	1,098	22	16,302	29	17,400
United States ...	1	425	...	...	1	425
Argentine	...	...	2	3,003	2	3,003
Portuguese... ...	...	...	1	831	1	831
Total in 1889 ...	1,736	183,296	2,077	2,131,674	3,813	2,314,970
,, 1888 ...	1,881	152,338	1,840	1,744,388	3,721	1,896,726

Freights.

Freights have ruled high during the year, but showed a falling tendency at the close. The average freight in coals from Wales during 1889 was 14*s.* per ton; timber about 70*s.* per standard from the Baltic; cotton from United States about $\frac{1}{32}$ of 1*d.* per lb.; and grain from Black Sea 3*s.* 6*d.* per quarter.

Increase in total amount of shipping.

The increase in the total number of vessels which entered Barcelona in 1889, over that of the previous year, was 131 ships, with a tonnage of 416,122 tons. As this excess is almost the same as that between 1888 and the previous year, it may fairly be considered that the increase, then noticed, was owing to the steady growth of commerce, and was not attributable to the International Exhibition held in Barcelona during 1888.

As vessels in the coasting trade are included in the above returns, and as that trade is monopolised by Spanish vessels, it is not surprising that Spanish vessels enter this port more frequently than any others. In number Great Britain comes next to Spain, but, in point of tonnage, Italy surpasses us by 47,748 tons. The increase in the number and size of Italian vessels is very remarkable. The steamers belonged mostly to the "La Veloce" and "Rubatino" companies, and called here to take up or set down passengers to or from the River Plate. The sailing vessels were employed principally in bringing sulphur and charcoal from Sicily, marble from Italy, and grain from the Black Sea and Danube.

TRADE.

The result of the business transactions of 1889 cannot be considered, altogether, as satisfactory. Traders have been busy all though the year, and this, of course, was a good thing, inasmuch as more ships, men, and money were employed than formerly; but, on account of the enormous competition which now exists, both in the colonial and home markets, the profits realised were not in proportion to the trade done.

An English bank, called "The Union Bank of Spain and England, Limited," has lately opened banks in Madrid, Barcelona, Bilbao, Valencia, and Seville, and facilities are thus offered to British exporters for the collection of their drafts, and for obtaining reliable information of the standing of their Spanish customers.

The well-known "Credit Lyonnais" has also established a branch bank in Barcelona.

The English Tramway Company, established here in 1872, is prospering, and is gradually absorbing all the lines and plant of their native and less fortunate competitors.

One pleasant feature is noticeable in reviewing the events of the past year, viz., the small number of failures that has occurred amongst the traders of Barcelona. This is particularly fortunate, as it is generally considered that the New Code of Commerce, promulgated in 1886, offers undue assistance and protection to fraudulent bankrupts. Loud protests have been raised on all sides against the provisions of the New Code, and the Government has promised that their amendment shall be considered.

Importations by Sea.

Importations by sea: alimentary substances.

The total quantity of alimentary substances imported by sea to Barcelona was 131,311 tons, showing a decrease of 73,072 tons on amount imported in 1888. This is accounted for by the largely reduced imports of wheat and flour. The imports from Great Britain and her colonies amount to 4,960 tons, against 14,689 tons in the previous year; the restricted importation of grain from India is answerable for this; upwards of 7,500 tons of grain came from India in 1888, and in 1889 only 102 tons were introduced. The imports of alimentary substances from all foreign countries, without exception, show a decrease this year over last. This branch of imports is divided in the custom-house into 25 classes. Great Britain figures under every heading, and is the only country that does so. France sends poultry and live stock, codfish (owing to Government bounty), maize, oats, semola, wine, liqueurs, and beer. Germany sends rice, maize, dried vegetables, and spirits. Austria sends flour and spirits. Italy sends wheat, maize, macaroni, vermouth, and semola. Russia sends wheat. Turkey sends cereals and coffee. Norway, Sweden, and Denmark send codfish, spirits, and butter. Morocco sends wheat and beans. Cuba and the Philippine and Canary Islands send sugar, coffee, spirits, and poultry.

Raw materials.

The total quantity of raw materials imported in 1889 amounted to 593,645 tons, an increase of 34,155 tons over the previous year. Besides coal, which has already been reported on, Great Britain and her colonies send iron, steel, copper, pitch, cotton, jute, hemp, wool, &c. The total weight of raw material imported from Great Britain and colonies was 395,495 tons. About the same quantity of textile materials came from Great Britain and India this year as last. The falling-off in the quantity of pig-iron, steel, and smelting iron amounts to 5,897 tons. This is serious, as

it proves that the native iron from Gijon, and other parts of the north of Spain, is taking the place of English and Scotch iron. But as considerably more than one-half of the entire quantity of raw materials brought into Spain still comes from Great Britain and India, we have much to be thankful for. The exports from France were 17,455 tons this year against 17,683 tons last year. Those from Austria increased from 842 tons in 1888 to 4,225 tons in 1889, owing to large quantities of staves brought from Trieste this year. Those from the United States increased by 25,790 tons in consequence of the great increase in quantity of cotton imported. Those from the Spanish colonies increased by 560 tons; they consisted principally of mahogany, hides, hemp, tallow, wax, and stearine.

Importations in manufactured goods.

The total weight of manufactured goods imported in 1889 was 52,742 tons, against 51,862 tons in 1888. There was an increase in the importation of the following articles, viz., worked marble, colouring extracts, chemical and pharmaceutical products, soap, candles, cotton and linen threads, linen and wool textures, silk threads, paper, leather goods, engines, machinery, toys, and india-rubber goods. There was a slight decrease in the following articles of import, viz., porcelain, hardware, copper, brass and zinc articles, palm oil, starch and corn flour, and paste-board and card-board. About 17,790 tons, or one-third of total amount, came from Great Britain, and consisted of glass, bricks, hardware, drugs, chemicals, cotton and wool textiles, textures, machinery, and paper.

Exportations by Sea.

Exportations by sea.

The exportations by sea from Barcelona during the year 1889 amounted to 167,615 tons, an increase of 21,956 tons over the previous year.

Exportation of alimentary substances.

Nearly three-fourths of the entire amount of exports from Spain comes under this heading. The principal articles are wine, oil, fruit, vegetables, nuts, and sardines. The total amount of wine exported was 121,625 tons, being 19,449 tons more than in 1888. About 1,000 tons less of olive oil were shipped this year than last. There is no particular difference to be noted in other articles.

Exportation of raw materials.

There is an increase of 2,800 tons in the exportation of raw materials in 1889 over the previous year. In building materials, tiles, &c., which went mostly to the Spanish colonies, there was an increase of over 1,000 tons. Refuse from oil and other manufactories was exported to the extent of 2,123 tons; about 1,400 tons of wool were exported to England and France. The entire quantity of raw materials exported by sea was 13,329 tons throughout the year, which shows how little cargo ship-owners must expect to get outwards from Barcelona.

Exportation of manufactured goods.

The total amount of manufactured goods exported by sea during 1889 was 22,382 tons, or 2,165 tons less than was shipped last year. Upwards of three-fourths of the entire amount went to Cuba and other Spanish colonies. The decrease appears to be

accounted for by the falling-off in the shipment of mosaics, or ornamental tiles, to Cuba. Shipments of cream of tartar were divided almost equally between England and France, whereas formerly all went to England.

Imports by Land.

Imports by land. Alimentary substances.

The total quantity of imports by land amounted to 143,455 tons in 1889, against 116,850 tons in 1888. Alimentary substances consisted of poultry (3,990 tons), live stock (40,834 head, mostly pigs), wheat, flour, cheese, other dairy produce, and oysters.

Raw materials.

Raw Materials.—Coal from France is the principal article, and the amount (93,724 tons) shows an increase over last year's importation of 28,461 tons. This coal is very inferior to Welsh coal, but, being cheap, is used pretty generally in manufactories situated near the frontier. The other articles imported under this head are cement, lime, timber, staves, wool, iron, rubber, and silk.

Manufactured goods.

Manufactured Goods.—These consist of drugs, chemicals, and colours (10,361 tons), machinery (2,500 tons), threads and textures (2,280 tons), and about 10,000 tons of other articles, such as glass, china, paper, furniture, musical instruments, &c.

Exports by Land.

Exports by land. Alimentary substances.

The total quantity of exports over the French frontier by railway during 1889 amounted to 130,197 tons, which shows a decrease of 38,808 tons on the amount exported in the previous year. The reduced importation of wine accounted for 35,013 tons of this decrease. Spain required all the strong wine she made, in order to supply her own colonies and other consumers, and could not spare as much wine as usual to her French neighbours for mixing with their lighter wines. Nearly 35,000 tons of oranges and other fruit went to the Paris markets, which is 3,000 tons more than was sent in 1888. Sheep to the number of 18,600 were exported.

Raw materials.

About 1,240 tons of cork wood, besides 716 tons of tanned cork, were exported to France. The other articles grouped under this heading were wool, raw hides, bones, liquorice root, tartar, and rough silk.

Domestic business.

From a review of the foregoing returns it will be gathered that the country, or at any rate this part of it, has been more self-sustaining than usual. The harvest being fairly good, less wheat was brought into the country than last year—nearly 100,000 tons less of wheat were imported in 1889 than in 1888. A smaller quantity of manufactured goods was imported than in the previous year, whereas the quantity of raw materials imported in 1889 considerably surpassed that of 1888. The increase in quantity of exports may also be taken as a sign that prosperity is returning to Spain, and that the manufacturers of Catalonia are still able to hold their own in the South American and colonial markets.

Markets. At the beginning of 1889 business was dull, as it usually is at that period of the year. Merchants strike their balances for the past year at the beginning of January, and, until this is effected, they will not even think of entering on any new business. Later on things improved, and trade kept fairly brisk, in most businesses, all through the year.

Wines. The exportation of wine to South America and the Spanish colonies was active at the following prices:—8*l.* to 8*l.* 10*s.* per pipe of 110 gallons for the River Plate, 6*l.* to 6*l.* 10*s.* per like pipe for Havannah. The following are the total quantities exported, westwards, during the last five years, viz.:—

In the year 1889	total	shipments	160,872	pipes of 110 gallons.
1888	„		131,236	„ „
1887	„		174,530	„ „
1886	„		145,314	„ „
1885	„		144,385	„ „

The better class of wines—that is to say, wines of good strength and colour—realised high prices during the year, especially when the poor character of the vintage of 1889 came to be fully realised. Many of the large dealers and shippers, who had been fortunate enough to lay down stocks of the good wines of previous years, made heavy profits. As old stocks are now almost entirely exhausted, it is feared that there will be great difficulty in 1890, on the part of dealers, who still have contracts running for the supply of large quantities of wine to meet their engagements.

Spirits. The trade has been seriously affected by the Fiscal Laws imposed by Government, and the total quantity imported was only about two-thirds of that of the previous year.

Wheat. Although the harvest of 1889 was a good one compared with that of previous years, still, on account of the large stocks remaining in hands of dealers in home and foreign wheats, the farmers had great difficulty in selling at remunerative prices. The importation of foreign grain was much less in 1889 than it was in 1888, for two reasons: 1, because of the much improved collection of Spanish wheat; 2, because the prices of grain in Russia, the Black Sea, and America were much higher than they were in the previous years, and freights, too, had risen considerably. In the year 1888 the best foreign wheats were sold at from 16 to 18½ fr. per 100 kilos. f.o.b. in Barcelona, whereas, in 1889, the prices for same wheat reached 21 fr. per 100 kilos. Russia is the country that exports most wheat to this country, the grain being required to manufacture some of the strong classes of flour consumed in Spain. In 1888 Russia sent to Spain upwards of 108,000 tons of grain; and, in 1889, she sent only 87,000 tons. The United States of North America and Roumania usually send large quantities of grain to Spain, but, for the last two years, on account of high prices that have ruled in America, very little has come from the first-named country. Indian wheat has a good demand here when the local harvests are bad, as the quality of the Indian grain is very similar to that of Spanish.

There always appears to be a good demand for Norwegian-cured codfish, though the quantity imported was a little less than is usually brought here: possibly as the lower classes, generally, earned more money they were able to buy more meat. Salt fish

A fair business was done throughout the year, and the warehousemen in this article (as in wines) made large profits. Olive oil.

The sardine fishery on the coast of Catalonia is by no means an unimportant industry, and provides work and living for thousands of families dwelling in the villages scattered along the coasts of this Consular district. Several important catches were made during the summer months between Barcelona and Malgrat to the north. Raids on the fishing grounds off Cape Creux were made by French fishermen, and led to fights between the nationalities, and eventual expulsion of the invaders by the Spanish coast-guard gunboat, which is now detailed for service in those waters. Sardine fishery.

Money has been only fairly abundant during the year. The official rate of discount of the Bank of Spain was 4 per cent. Exchanges in London and Paris have ruled high. The average rate in London for sight paper has been 26·10½ pesetas per £ sterling; it is now even higher. This has, of course, pressed heavily on merchants having to make payment in London for cotton, grain, &c., against documents. Finance.

The paving by wood of the wide thoroughfare running parallel with the Paseo de Colon has been accomplished, and a double line of tramways established; and the International Hotel having been demolished, a remarkably fine space stretches between the quays and the first row of houses, which is used for the storing of cotton, timber, and grain discharged from vessels which have lain alongside the quays. Improvement of town.

The city has been partially illuminated by electricity for some years past, but the Spanish Company that monopolised the work fell into financial difficulties during last year, and had to seek the aid of some experienced British capitalists and electricians. The company has been reformed, an entirely new board of directors constituted, and, with the addition of a considerable amount of British capital and energy, it is hoped that it may now do good work in Barcelona. Electric lighting.

Telephonic communication has been established throughout the city. Telephone.

Industries.

There seems to have been no increase in the importation of spun yarn from the United Kingdom. The trade in what are known as "wet spun yarns" appears to have been almost lost by the British spinners, who appear to be too heavily handicapped, as regards rate of wages and hours of labour, to compete with the German, Belgian, and Austrian spinners. As shown by the return of imports, a much larger quantity of raw cotton was imported this year than last. The number of bales was as follows: — Cotton.

	Bales.		Bales.
In 1889, from America..	236,900	From the East ..	51,524
1888, „ „ ..	137,216	„ „ ..	43,171

Profits of manufacturers.

In spite of the general activity throughout the year, the manufacturers, as a rule, did not make much profit, owing principally to the fact that the price of raw material was out of proportion to that of the manufactured article. Spinners did better than weavers. All manufacturers are fully alive now to the importance of possessing modern machinery, and enormous sums of money have been spent during the past year and in previous years in effecting the substitution of the newest made French, Belgian, and English looms for the old-fashioned machines which were put up when the factories in Catalonia were originally constructed. More manufactured goods are now exported to America and the Spanish colonies, and a great impulse has been given to trade with Morocco. Messrs. Lopez and Co. keep a steamer regularly employed now in running between Barcelona and the ports of Morocco.

Erection of new spinning and weaving machinery.

Trade with Morocco.

Strikes.

Fortunately, no strikes of any importance occurred amongst factory hands during the year that lately closed.

Flour.

The millers in and around Barcelona did a pretty good business in 1889, but they complain that, owing to keen foreign competition, profits are reduced to a minimum.

Railway tariffs.

The railway companies are becoming conscious of the fact that the enormously high tariffs, which have until lately been in force, act as a complete preventative to trade. Great reductions have now been effected in the tariffs for transport of cereals from the wheat-producing districts of Castille and La Mancha to Barcelona, and also in those for transport of wine from other provinces to this. An international agency, for the purpose of clearing parcels at the Spanish frontier of Port Bon, and delivering them at the domicile of the consignee in Barcelona, has been established, and is very useful to all classes.

International clearing agency at frontier.

Parcel post.

The parcel post, from countries in the postal union, has been granted to the Spanish public lately, and although the charges made for duty, &c., seem to be uncertain, it appears to be largely used.

Treaties of commerce.

The subject of the renewal or not of the treaties of commerce with France and Great Britain is beginning to excite attention in this part of the country. The present treaties remain in force until February 1, 1892, and June 30, 1892, respectively, and a society which exists in Barcelona for the purpose of protecting and furthering local industry has already nominated a committee to consider the matter.

Railway extension.

The only railway enterprise of any importance in this district which is now in progress is the construction of what is known as the "Direct Line of Railway to Madrid." The works have now been carried as far as Fayon, which is distant from Tarragona about 75 miles. On March 25 the perforation of a tunnel at Argentera is to be completed, which will be the longest tunnel in Spain—over 4,000 yards long. The line is to be carried as far as Hijar, on the River Ebro, where it will join the line from Escatron to Zaragoza, thus placing the provinces of Tarragona, Castellon, and Teruel in direct communication with Madrid, and

also with the eastern and northern provinces of Spain. The distance, by rail, from Barcelona to Madrid by this line will also be less than by the present line viâ Zaragoza. The enterprise is being carried out by the Tarragona, Barcelona, and French Railway Company, and gives employment to about 5,000 workmen. It is expected to be completed in about two years' time.

Lunatic asylum.

A large new lunatic asylum is on the road to completion, the first stone having been laid four years ago. The cost is being defrayed entirely by voluntary contributions from the people of Barcelona. This will be the fourth and largest establishment of the kind in the suburbs of Barcelona; the inmates, however, being mostly natives of other provinces of Spain.

Fairs.

The autumn fair was a very poor affair, lacking the special attraction of the Exhibition, which had rendered that of 1888 remarkable. The winter fair, which commenced on Saint Thomas's Day, was more successful. The quantities of turkeys huddled together along the sides of the streets by thousands were sold at high prices (12*s.* to 20*s.*) at first, but, as Christmas Day drew nigh, much smaller prices were asked.

Floating exhibition.

This enterprise, which consisted in sending out a large steamer, formerly British, but now under the Spanish flag, called the "Conde de Vilano," loaded with samples of Spanish goods and products, with a view of obtaining orders for same in South America, has not been a success. Her movements, both in Spanish and American ports, were attended with delays and difficulties, which are supposed to have been owing partly to bad management and partly to want of funds. This is to be regretted, for the idea was undoubtedly a good one.

Agriculture.

Cereals.

The harvest of cereals in 1889 was somewhat better than that of previous years, but, as the farmers in this province have almost entirely abandoned the growing of corn for the cultivation of the vine, little advantage was gained from the improvement.

Wine harvest.

The collection of grapes was inferior, both in quantity and quality, to that of 1888. The prospects in the spring and early summer were bright enough, the weather was fairly propitious, the much-dreaded *Phylloxera* appeared to be less prevalent; but in the months of June and July mildew and black rot successively appeared almost throughout this entire district, and only in places where the evil was at once combated by the application of sulphate of copper were any grapes gathered at all. Cultivators of the soil in Catalonia appear to have fallen upon very evil days. Owing to the great demand for Spanish wines a few years ago the Catalan farmers converted a good deal of their grain-growing lands into vineyards, reclaiming large tracts of waste ground; in fact, planted vines wherever they could make them grow. After a few years, when the farmers were beginning to look for some return for their labours, the fatal *Phyollxera* crossed the French

frontier, and commences its ravages on Spanish soil. Greatly discouraged, but not quite disheartened—for the Catalan farmers are wonderfully long-suffering, though not extraordinarily intelligent—after long consideration they deliberately rooted up their vines, and proceeded to plant other kinds, mostly of American origin. From these they certainly hoped that they might obtain some profitable return; but, alas! mildew and black rot, pests almost as fatal in their ravages as *Phylloxera*, have, at any rate for this year, dispelled these illusions.

Sulphate copper remedy against mildew.

It is admitted on all sides that the only successful way of resisting the attacks of mildew and black rot is by treating the vines with a solution of sulphate of copper early in the summer, and then continuing this operation at regular intervals until harvest time. A committee of members of the Provincial House of Deputies gave great attention to this matter in the autumn of 1889, and they arrived at the conclusion that the poor results shown for the use of sulphate of copper up to the present had been owing, in great measure, to the inferior character of the article that had been employed. It was resolved that the committee should import a quantity of sulphate of copper in a state of purity, and supply it to the various municipalities in the province at a price which would just cover the prime cost and the expenses attending its importation and distribution. As the Madrid Government had agreed that all sulphate introduced in this way should be admitted free of duty, consumers would have the advantage of procuring by these means a really reliable article at something like 10 per cent. less than the usual price. It was thought that the requisitions of the municipalities of the province, in reply to the circular issued by the committee, would be numerous and heavy, and great astonishment was exhibited when it was found that the total amount asked for by the entire province was only 45 tons. A contract was made for the supply of this quantity to the committee by Messrs. Vivian and Sons, of Swansea. It is thought that other municipalities will avail themselves of this system of obtaining pure sulphate of copper at a low rate as soon as its advantages come to be known.

Exhibition of sprinklers and other appliances in 1890.

An exhibition of appliances, especially adapted for the purpose of properly applying the various articles with which the vines now have to be treated, is to be held near Barcelona early in the spring of 1890, and is looked forward to with interest. It is very probable that manufacturers of other agricultural implements and appliances will also be allowed to take part in this competitive exhibition.

Harvest of oil good.

There was a good harvest of olives, both as regards the quantity and quality of the fruit, but not quite equal to that of 1888. Spanish oil is becoming more appreciated than it was, and is much better able now, than formerly, to compete with the carefully prepared oils of France and Italy. This is, simply, because greater care is now bestowed on the sorting of the different qualities of olives in the elaboration of the oil, and in its classification afterwards, than formerly was given.

Public attention has lately been directed to the possibility of growing beetroot in Catalonia for the manufacture of sugar. There are large tracts of land in the plain bordering the river Llobregat, about three or four miles from Barcelona, which, if they were properly drained, are thought to be well adapted for this purpose; and, as the climatic conditions are also considered suitable, there appears to be no reason why the business, if properly carried out, should not be successful. Beetroot sugar.

The harvest of rice in 1889 was equal in quality and superior in quantity to that of previous years. Harvest of rice.

Harbour Works.

The works for the deepening of the port of Barcelona have proceeded effectually during the year: that portion which is appropriated to the larger vessels is now of sufficient depth to allow ships of the greatest draft of water to moor there. The damage done to the eastern breakwater in 1886 has now been completely repaired. Some good work has been done towards the erection of the mole of Catalonia, and the masonry, erected on the foundations, has now reached the water level. There is no doubt, however, that the original plan for the improvement of the harbour will have to be abandoned or greatly modified. The engineer of the port has prepared a new plan, which is now awaiting the approval of the authorities in Madrid, and which, if carried out, would provide a sheltered area of about 128 acres in the inner port, with quay accommodation, for the loading or discharge of 2,423,500 tons of goods. Vessels bringing coal cargoes will discharge into lighters in the outer port as formerly, but, by the proposed extension of the eastern mole, the outer port will be much more sheltered than it now is. The Corporation of Port Works and Harbour of Barcelona is one of the richest and most energetic societies in Spain, but, as all plans have to be submitted to the Central Government in Madrid for approval, great delay always arises before any new enterprise can be commenced. I am informed that the present harbour lights, respecting which frequent complaints are made by shipmasters, will shortly be rearranged and strengthened, but of this due notice will be given.

Public Health.

There were 8,385 deaths registered during the year 1889 in the municipal district of Barcelona, which is supposed to contain about 300,000 inhabitants. The births registered during the same period were only 7,613. The population of Barcelona is kept up by the continuous influx of country people into the city. The births of 799 illegitimate children were registered, which is equal to 10 per cent. of the total number of births registered during the year.

The rate of mortality was, as usual, especially high amongst

children. Of the entire number of deaths recorded 28·55 per cent. were those of children under three years of age.

To infectious and contagious diseases—such as typhoid and scarlet fever, small-pox and diphtheria—are attributed 18·58 per cent. of the deaths.

The public health may be said to have been fairly good during the year, the number of registered deaths being less by 835 than those in the previous year.

The only epidemic reported during the year was that of dengue, or influenza, which appeared in December, and carried off a great many people. One of its victims, in January, 1890, was Mr. Frank Wooldridge, Her Majesty's Consul in this district, and a most zealous and able public servant.

I beg to refer to the following tables, showing the principal articles of import to and export from Barcelona by sea, and the quantities of articles imported to and exported from Barcelona to and from foreign countries during the years 1888 and 1889 by sea.

I regret that, owing to the imperfect system of arranging statistics in this custom-house, it is quite impossible for me, in many instances, to give the values of articles mentioned in the following tables:—

RETURN of the Principal Articles of Import to Barcelona during the Years 1889 and 1888.

Articles.		1888.		1887.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Alimentary Articles: live stock, cattle—					
Pigs ... ... }	Tons ...	470	1,690	268	...
Sheep ... ... }					
Poultry...	,, ...	177	10,506	219	13,000
Fresh and salt meats ...	,, ...	971	38,840	561	...
Salt fish	,, ...	5,640	135,474	6,328	152,000
Wheat and flour	,, ...	48,257	385,993	136,272	1,090,000
Other cereals	,, ...	29,015	174,090	21,302	...
Fruit	,, ...	647	3,787	472	2,763
Colonial products	,, ...	33,533	...	24,779	...
Spirits, liqueurs, &c. ...	,, ...	6,768	148,896	9,409	206,998
Beer	,, ...	196	1,765	204	1,838
Wine	,, ...	1,130	1,270	1,687	1,900
Preserved provisions ...	,, ...	2,145	...	1,687	...
Oats and seeds	,, ...	1,927	17,250	699	6,291
Raw materials—					
Marble, &c.	,, ...	2,452	10,314	3,876	16,304
Coal, coke, and other fuel ...	,, ...	375,102	468,875	402,768	483,281
Building materials: lime, cement, bricks, &c. ...	,, ...	8,019	10,023	10,838	13,547
Mineral oils, &c.	,, ...	3,783	882,666	14,980	3,495,200
Metals: steel, iron, copper, lead, &c.	,, ...	11,315	1,233,966	14,000	1,526,781
Wax	,, ...	832	91,520	666	73,260
Textiles: cotton	,, ...	59,422	2,628,505	37,649	1,665,397
,, jute	,, ...	10,061	120,732	9,761	117,132
,, wool, hemp, &c ...	,, ...	619	136,180	1,506	...
Lumber	Cubic yds.	90,751	180,541	62,475	124,950
Staves	Staves ...	3,346,364	100,363	2,778,758	83,340
Mahogany and other coloured woods	Tons ...	1,443	8,658	1,039	6,234
Hides	,, ...	4,495	269,700	2,706	162,360
Tallow, &c.	,, ...	7,453	186,474	6,993	174,965
Guano	,, ...	2,681	42,896	2,221	35,536
Manufactured articles—					
Marble, worked	,, ...	87	522	117	702
Crystal, porcelain, &c. ...	,, ...	3,968	292,707	2,426	194,080
Jewellery	Cases ...	1,312	18,662	933	13,200
Hardware	Tons ...	2,592	...	4,618	...
Fancy goods	,, ...	209	...	219	...
Drugs, chemical products, &c.	,, ...	28,974	...	35,120	...
Threads: silk	,, ...	11	...	15	...
,, cotton, wool, &c.		1,653	...	1,437	23,130
Textures: cotton	,, ...	377	11,310	771	...
,, hemp, linen, &c.	,, ...	582	...	...	...
Paper of all kinds	,, ...	3,583	...	2,735	...
Furniture	,, ...	616	...	589	...
Pianos, organs, &c.	Units ...	245	4,900	143	2,860
Watches ... ... }	,, ...	16,354 {	...	3,566	9,249
Clocks ... ... }			...	18,245	...
Machinery	Tons ...	7,524	...	3,524	...
Coaches	Units ...	6	...	9	...
Other vehicles	,, ...	184	...	61	...
Other articles	...	...	1,314,100	...	672,500

RETURN of the Principal Articles of Export from Barcelona during the Years 1889 and 1888.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Alimentary articles—					
Meats and fish	Tons	1,828	...	286	...
Dried vegetables	,,	2,399	...	1,359	...
Fruit	,,	1,826	...	1,258	...
Olive oil	,,	1,951	2,810	3,096	4,460
Spirits, liqueurs, &c.	,,	587	...	915	...
Colonial products	,,	646	...	1,320	...
Wine	,,	121,625	...	102,176	...
Raw materials—					
Building materials	,,	3,222	...	2,150	...
Mineral waters	,,	262	...	168	...
Metals—copper and lead, iron, steel, tin, &c.	,,	1,985	...	3,572	...
Textiles—wool, horsehair	,,	4,456	...	2,677	...
Hides, tallow, bones, &c.	,,	1,032	67,699	660	43,296
Residues from oil and other factories	,,	2,123	25,476	1,277	15,324
Manufactured articles—					
Crystal ware, glass	,,	343	4,420	194	2,500
Tiles and pottery	,,	695	13,898	8,816	176,300
Hardware	,,	589	...	176	...
Fancy goods	,,	...	...	120	...
Drugs	,,	1,303	...	1,032	...
Soap	,,	6,640	...	6,123	...
Candles	,,	1,070	66,340	1,066	...
Cordage	,,	376	...	275	...
Textures	,,	4,279	...	1,436	...
Cigarette paper	,,	994	8,507	942	8,062
Paper, cardboard	,,	418	...	1,711	...
Furniture	,,	327	...	174	...
Leather articles	,,	1,295	...	286	...
Corks	Thousand	42	...	43	...
Musical instruments	Units	5,052	...	2,209	...
Other articles	Tons	4,050	...	1,000	...

QUANTITIES of Articles Exported from and Imported to Barcelona to and from Foreign Countries during the Years 1889 and 1888.

Countries.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	Tons.	Tons.	Tons.	Tons.
Great Britain and colonies	4,228	3,202	418,250	436,106
France	45,224	34,770	41,779	41,444
Germany	594	208	18,625	23,517
Belgium	..	..	9,413	11,163
Austria Hungary	550	126	5,971	2,491
Sweden and Norway				16,535
Russia			72,259	69,286
Portugal				..
Italy	5,819	7,315	48,979	39,402
Turkey	..	..	39,880	52,702
Morocco	119	105	12,164	6,744
United States of America	71	22	68,859	62,150
Mexico	3,735	2,867	..	..
Uruguay	18,095	16,134	11,583	..
Argentine Republic	17,892	14,318		10,567
Other countries	3,493	708	2,868	13,764

Villanueva.

Mr. Vice-Consul Rouret reports as follows :—

Imports during the year were charcoal and sulphur from Italy, coals from England, and timber from the Baltic. Imports.

Exports were nil. Exports.

The crop of grapes was a very bad one, on account of mildew. Growers endeavoured to combat this evil by employing sulphate of copper, but they did not begin using it in the vineyards until the middle of June, whereas it ought to have been employed to have been effectual in the beginning of May. Grapes

The state of trade continues very bad. There have been no fresh failures in Villanueva this year, but only five out of the seven cotton factories are working, so that hundreds of poor people are in a most pitiable condition. The hands that are employed in the factories hardly earn enough to support their families, although they work 12 hours a day. Distress from bad state of trade.

Return of Shipping at the Port Villanueva during the Year 1889.

Vessels Entered and Cleared.

Nationality.	Sailing.		Steam.		Total.		Value of Cargoes.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
							£
British	...	...	2	1,550	2	1,550	1,937
Spanish	40	3,700	...	...	40	3,700	11,100
Italian	15	4,550	...	...	15	4,550	21,600
	55	8,250	2	1,550	57	9,800	34,637

Torrevieja.

Mr. Vice-Consul Perez reports that 160 vessels, only one of which was British (the majority being Spanish, Norwegian, and Russian), loaded cargoes of salt weighing about 80,000 tons together, and of the value of 31,200*l.*, during the year. Trade at Torrevieja in 1889. Salt.

Most of these vessels went to South American, Russian, or Norwegian ports. Imports.

There were no imports of any kind during the year.

Valencia.

Mr. Vice-Consul Dart reports as follows :—

Patent Fuel.—This year the importation is about 10,000 tons less than in 1888, owing to the Valencia, Almansa, and Tarragona Railway Company giving preference to Belgian patent fuel, which is reported to be of better quality and lower price. Imports: patent fuel.

Artificial Manure.—This important branch of trade could not be in a more unsatisfactory state, caused by competition, long credits (February to December), backward payments, and unremunerative prices to manufacturers and importers. Farmers and Artificial manure.

dealers, especially the former, seem to depend almost entirely upon the result of the rice crop and its selling price to meet their engagements.

Rice.

Rice.—The importation of foreign rice in other ports of Spain, in spite of its inferior quality, is prejudicing the outlet of Valencian, and it looks as if the business were not fairly conducted, since it could not compete with the native produce if the full import duty were paid.

Codfish.

Codfish.—The following quantities entered—season, Sept., 1888, to July, 1889: Labrador, 25,057 quintals; French, 7,826 quintals; shorefish, Newfoundland, none.

Exports oranges.

Oranges.—Shipments continue to increase to Great Britain, Antwerp, and Hamburg. The United States markets (New York, Boston, and Philadelphia) have renewed the importation of Valencias, notwithstanding the important crops of Florida and California.

Onions.

Onions.—This trade has increased enormously, and now forms an important item. It is not possible to obtain statistics of the exports here, but this can be correctly ascertained from the British custom-house bills of entry.

I beg to refer to the enclosed tables:—

Annexes A and B of Valencia—Cullera and Burriana.

Return of export of oranges from Valencia, Burriana, Moncofar, Almazora, and Castellon during seasons 1888–1889.

Returns of British and foreign shipping in Burriana and Cullera.

Annex A.—RETURN of all Shipping at the Port of Valencia (Spain) in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	10	2,153	337	236,644	347	238,797
French	15	2,048	176	123,532	191	125,580
German	1	467	20	11,198	21	11,665
Belgian	...	...	12	11,238	12	11,238
Danish	1	177	20	15,538	21	15,715
Norwegian and Swedish	10	5,990	150	66,930	160	72,920
Russian	11	6,935	17	10,363	28	17,248
Austro-Hungarian	1	259	7	3,101	8	3,360
Italian	66	15,967	5	9,025	71	24,992
Grecian	8	2,880	3	1,951	11	4,831
Portuguese... ...	1	72	...	...	1	72
Total	124	36,948	747	489,470	871	526 418

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	14	3,523	333	234,570	347	238,093
French	15	2,048	176	123,532	191	125,580
German	1	467	20	11,198	21	11,665
Belgian	...	...	12	11,238	12	11,238
Danish	1	177	20	15,538	21	15,715
Norwegian and Swedish	1	5,010	149	66,024	157	71,034
Russian	11	6,935	17	9,719	28	16,654
Austro-Hungarian	1	259	7	3,500	8	3,759
Italian	66	16,211	5	9,025	71	25,236
Grecian	7	2,395	3	1,951	10	4,346
Portuguese... ...	1	72	...	...	1	72
Total	125	37,097	742	486,295	867	523,392

Annex B.—RETURN of Principal Articles of Exports from Valencia during the Year 1889.

Articles.	Quantity.	Value.
	Cases.	£
Oranges	990,000	495,000
Onions	150,000	37,500
Other articles	..	15,500
Total	..	548,000

RETURN of Principal Articles of Imports to Valencia during the Year 1889.

Articles.		Quantity.	Value.
			£
Coals	Tons ..	8,000	8,200
Gas-coals	„ ..	8,000	8,000
Patent fuel	„ ..	19,000	20,900
Coke	„ ..	500	1,000
Pig-iron	„ ..	173	520
Iron plates	„ ..	797	4,980
Iron tubes	„ ..	709	4,254
Dates (Persian)..	Boxes ..	2,200	960
Portland cement	Barrels ..	1,600	600
Sulphate of ammoniac	Tons ..	2,047	29,800
Caustic soda	„ ..	70	460
Artificial manure	„ ..	5,000	50,000
Codfish	Cwts. ..	26,916	25,000
Fire-bricks	„ ..	5,000	26
China, clay	Tons ..	173	690
Total	..	..	155,390

EXPORTS of Oranges from Valencia, including Burriana, Moncofar, Almazora, and Castellon.

Season.	United Kingdom.	Continent.	United States.	Canada.	Total.
	Cases.	Cases.	Cases.	Cases.	Cases.
1888-89	1,567,640	190,107	81,285	2,200	1,841,232

Annex A.—RETURN of all Shipping at the Port of Burriana (Spain) in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	178	114,186	178	114,186
German	...	...	7	4,347	7	4,347
Norwegian	...	...	7	3,010	7	3,010
Swedish	...	...	3	1,615	3	1,615
Russian	...	...	6	3,919	6	3,919
Danish	...	...	1	614	1	614
Total	...	...	202	127,691	202	127,691

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	178	114,186	178	114,186
German	...	...	7	4,347	7	4,347
Norwegian	...	...	7	3,010	7	3,010
Swedish	...	...	3	1,615	3	1,615
Russian	...	...	6	3,919	6	3,919
Danish	...	...	1	614	1	614
Total	...	...	202	127,691	202	127,691

Annex B.—RETURN of Principal Articles of Exports from Burriana District during the Year 1889.

Articles.		Quantity.	Value.
			£
Oranges ..	Cases ..	776,000	368,600
Locust beans ..	Tons ..	372	1,153
Total	..	..	369,753

RETURN of Principal Articles of Imports to Burriana District during the Year 1889.

Articles.		Quantity.	Value.
			£
Iron pier	Tons ..	230	..

RETURN of British and Foreign Shipping at the Port of Burriana in the Year 1889.

ENTERED.

Nationality.	With Cargoes.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	618	176	113,568	178	114,186
German	...	...	7	4,347	7	4,347
Norwegian	...	...	7	3,010	7	3,010
Russian	...	...	6	3,919	6	3,919
Swedish	...	...	3	1,615	3	1,615
Danish	...	...	1	614	1	614
Total	2	618	200	127,073	202	127,691

CLEARED.

Nationality.	With Cargoes.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	177	113,722	1	464	178	114,186
German	7	4,347	...	...	7	4,347
Norwegian	7	3,010	...	...	7	3,010
Russian	6	3,919	...	...	6	3,919
Swedish	3	1,615	...	...	3	1,615
Danish	1	614	...	...	1	614
Total	201	127,227	1	464	202	127,691

Annex A.—RETURN of all Shipping at Cullera (Spain) in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	12	6,347	12	6,347
Norwegian	...	...	1	345	1	345
Total	...	...	13	6,692	13	6,692

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	12	6,347	12	6,347
Norwegian	...	...	1	345	1	345
Total	...	...	13	6,692	13	6,692

Annex B.—Return of Principal Articles of Exports from Cullera during the Year 1889.

Articles.		Quantity.	Value.
			£
Oranges	Cases ..	1,400	630

Return of Principal Articles of Imports to Cullera during the Year 1889.

Articles.		Quantity.	Value.
			£
Artificial manure ..	Tons ..	3,272	32,720

Return of British and Foreign Shipping at Cullera in 1889.

Entered.

Nationality.	With Cargoes.		In Ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British	9	4,357	3	1,990	13	6,347
Norwegian	1	345	...	...	1	345
Total ...	10	4,702	3	1,990	14	6,692

Cleared.

Nationality.	With Cargoes.		In Ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British	9	4,357	3	1,990	13	6,347
Norwegian	1	345	...	...	1	345
Total ...	10	4,702	3	1,990	14	6,692

Alicante.

Mr. Vice-Consul Cumming reports as follows:—

Shipping decrease.

The annexed return of shipping shows a decrease on previous year of 163 vessels, with a total tonnage of 67,881 tons; the falling-off in British shipping alone being 32 vessels and 12,377 tons.

Imports. Petroleum.

The importation of petroleum shows a marked increase, amounting to 44,000 boxes.

Spirits.

The quantity of spirit for strengthening wines results in 110,000 gallons less than in 1888, and 363,000 gallons less than in 1887. The cause of this must be again sought for in the fiscal laws regarding this article referred to in last report, which restricted importations during the first half of 1889. The wine crop of this year was generally of better natural strength, and consequently needed somewhat less artificial strengthening.

The total quantity of dried codfish imported is composed of 2,600 tons from British Newfoundland, 900 tons from Norway, and 4,000 tons from France; the latter being fish caught on the French shores of Newfoundland, carried to France in order to obtain the benefit of 16 fr. per 100 kilos. bounty, and from thence shipped to Spain. Codfish.

The importation of timber shows a decrease of 5,000 cubic metres. Timber.

The quantity of coals landed here is approximately the same as last year. Coals.

In wine, which is the main article of exports from this port, there is but slight difference in the quantity from last year. The crop was fairly abundant in quantity, and as regards quality it was in general of better colour and strength than that of 1888. Exports. Wine.

The exportation has been large, the demand being active at good prices. Almonds.

The quantity exported, nearly all going to New York, is more than double that of the previous year, but this was owing to considerable quantities of the 1888 crop having been kept here for later shipment in 1889, during which year the quantity collected was really less than in 1888. Liquorice root.

The exportation of lead was marked by an increase of 5,300 tons. Lead.

Largely increased quantities of old railway iron were exported during the year. Old railway iron.

RETURN of Shipping at the Port of Alicante during the Year 1889.

Nationality.	Number of Vessels.	Tons.
British..	93	52,489
Spanish	189	113,165
„ coasting	1,015	596,538
French	164	112,422
Swedish and Norwegian ..	114	78,139
Italian..	37	25,345
Russian	17	11,707
Danish..	9	6,169
Austrian	8	4,311
German	5	3,427
Greek	2	1,371
Total	1,653	1,005,083
„ in 1888	1,816	1,072,964

Return of Principal Articles of Export from Alicante during the Year 1889.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine...	Hectolitres	1,175,000	1,150,000	1,300,000	1,100,000
Lead...	Tons ...	15,000	170,000	9,700	110,000
Liquorice root	,, ...	1,200	15,000	530	8,000
Almonds	,, ...	900	80,000	580	46,000
Esparto goods	,, ...	1,900	2,800	2,000	3,000
Aniseed	,, ...	540	24,000	520	24,000
Olive oil	,, ...	390	15,000	300	12,000
Old railway iron	,, ...	9,000	9,500	4,000	4,200

Return of Principal Articles of Import to Alicante during the Year 1889.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coal	Tons ...	21,150	10,000	23,100	11,000
Railway material	,, ...	17,200	85,000	22,000	100,000
Tobacco	,, ...	1,000	87,000	1,150	89,000
Dried codfish	,, ...	4,000	75,000	4,140	80,000
Jute	,, ...	470	7,000	590	8,800
Esparto grass	,, ...	1,650	8,000	1,900	10,000
Sugar	,, ...	1,000	32,000	1,100	32,000
Petroleum	Boxes	220,000	125,000	176,000	90,000
	Barrels	3,500		5,000	
Timber	Cub. met.	12,000	24,000	17,000	35,000
Staves	Pieces ...	415,000	16,000	608,000	24,000
Spirit for strengthening wine ...	Hects. ...	14,500	21,000	19,500	30,000
Iron rods, pipes, &c.	Tons ...	1,300	7,500	1,400	8,000
Cotton, woollen goods	,, ...	1,300	...	...	...
Cocoa	,, ...	170	13,000	200	15,000

Gandia.

Shipping.

Mr. Vice-Consul Romaguera writes as follows:—

This year there has again been an increase of steamers in this port; 61 British vessels and 11 of other flags entered and cleared, making 18 in all more than last year.

Port and railway works.

An English company, called the "Alcoy and Gandia Railway and Harbour Company (Limited)," has bought these works from the Spanish company that originally began them, and a contract has been made with Messrs. Lucien, Ravel, and Co. (a French firm), who undertake to construct the works and to finish them within two years' time. When these plans are realised the country will no doubt make great progress in its commerce, already in a flourishing state owing to its topographical position and the richness of its soil.

Crops. Tomatoes.

The crops in general have been abundant, especially that of tomatoes, these having obtained during the season excellent prices. Several farmers have planted for next year tomatoes of English seed, which are becoming generally known and appreciated in this district.

This year the Malaga system of drying raisins has been tried, but these have not obtained very high prices in the English market, and it is thought that they have not been fairly judged as to quality. Raisins.

An agricultural society, or league, has been formed, but it is not thought that it will ever come to anything, as the farmers here are not of an enterprising spirit. Agricultural league.

At the inauguration of the Alcoy and Gandia Railway and of the port, which is calculated to take place in 1892, it has been proposed to hold a provincial exhibition of agriculture, industry, and commerce. The exhibition that was held here in 1881 proved a great success. Provincial exhibition.

RETURN of Principal Articles of Export from Gandia during the Year 1889. Exports.

Articles.		Quantity.	Value.
			£
Raisins	Tons ..	2,267	45,531
Grapes	Barrels	3,195	639
Tomatoes	Cases ..	110,000	44,000
Melons	„ ..	11,412	2,853
Onions	„ ..	37,732	7,546
Oranges	„ ..	57,150	28,575

The imports consisted of 425 tons of artificial manure, valued at 4,000*l.* Imports.

DENIA.

Mr. Vice-Consul Morand reports as follows:—

As heretofore these consisted of wheat, flour, guano, coals, deals, and sulphur, to the value of about 50,000*l.* Imports.

Principally raisins, also oranges, onions, grapes, melons, and almonds. Exports.

The destination of these articles was as follows:—

	Quantity.	Value.
	Tons.	£
To Great Britain and her colonies	11,700	234,000
United States of America	12,000	240,000
North of Europe	1,130	22,600
France and other places	600	12,000
Total	25,430	508,600

The crop has not resulted over an average one, although the weather has been very propitious during the drying season, from August to the middle of October. Notwithstanding the new planting, the vines show in general much decay. The price has ruled from about 20*s.* down to 16*s.* per cwt., first cost in the country. Raisins.

State of the district.

Much impoverished, especially in this neighbourhood, where the former good customs of the smaller farmers and labourers are now much decaying. Their wants are increasing, as likewise the cost of their living; and although wages have increased they are becoming more demoralised, and create more uneasiness to the better classes every year.

Harbour works.

The dredging has ceased by order of the Government, and, if not soon resumed, the depth made in some parts of the harbour, with considerable trouble and expense, will to a great extent be lost.

Roads.

At the present time they are almost impassable. The Government appears to have forgotten them altogether, so much so that the only road we have here under the care of the State is in a much worse state than those under the charge of the municipal authorities.

Railway.

The only one from here is kept in middling working order, and may be said to be the only land communication between this district and the main lines starting from Valencia.

Manufactories.

There are only two sawing mills here, which are employed during the greater part of the year in sawing wood for raisin boxes and other purposes.

RETURN of all Shipping at the Port of Denia during the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	73	65,811	73	65,811
Spanish	19	2,078	1	243	20	2,321
Danish	...	...	6	3,997	6	3,997
French	...	...	1	2,132	1	2,132
Norwegian	2	1,229	2	873	4	2,102
German	2	1,129	...	...	2	1,129
Swedish	1	325	1	714	2	1,039
Italian	2	1,009	...	...	2	1,009
Russian	2	875	...	...	2	875
Portuguese	...	...	1	831	1	831
Total	28	6,645	85	74,601	113	81,246
,, in 1888 ...	29	3,369	78	65,078	107	68,447

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	73	65,811	73	65,811
Spanish	2	203	44	35,935	46	36,138
Danish	...	...	7	4,452	7	4,452
French	...	...	1	2,132	1	2,132
Norwegian	2	1,229	2	873	4	2,102
German	2	1,129	...	...	2	1,129
Swedish	1	351	2	1,414	3	1,765
Italian	2	1,009	...	...	2	1,009
Russian	2	875	...	...	2	875
Portuguese	...	...	1	831	1	831
Total	11	4,796	130	111,448	141	116,244
,, in 1888 ...	12	1,881	115	96,957	127	98,838

Tarragona.

Mr. Vice-Consul Morgan reports as follows:—

Crops: wine.

The wine crop, as a whole, was almost a failure this year, owing to the prevalence of mildew and black rot amongst the vines. With very few exceptions the growers did not treat this (to them) new difficulty with proper seriousness, and the result has been most disastrous. Until the middle of June the appearance of the vines was very healthy, and every one was looking forward to a good harvest, but a few light showers, followed by a burning sun, soon produced signs of mildew, and, later on, a succession of heavy night mists brought on black rot, completely shutting out any prospect of a return in the districts where the disease was prevalent. The very few proprietors who took the precaution to spray the vines with a solution of sulphate of copper and slaked lime, before any sign of disease appeared, and continued to apply the prevention all through the growing season at proper intervals, were the only people who gathered a fair quantity of grapes; but, with very few exceptions, the yield did not reach one-half the usual quantity, and the quality, in the low-lying districts—where the mildew was most prevalent—was unusually poor, and under the average of alcoholic strength. In the high Priorato district, where the best and strongest wines are produced, the vines did not suffer so much, but these qualities also resulted under the average, and less than half a crop was gathered. To the eastward of Tarragona, as far as Vendrell, where only light wines are grown, there was hardly any crop, the very little that was gathered being of very poor quality. Taking one district with another the total production may be considered to be rather under a third of the average.

Nuts.

The crop of filberts (Barcelona nuts) was a very small one, and prices have ruled high all the season.

Almonds.

There was a fair yield of soft shell almonds, and prices have ruled low. The crop of hard shell almonds was almost a failure; the small quantity gathered realised exceptionally high prices.

Oil.

The reports received from the oil districts are, without exception, very dismal. In most places the crop of olives will not be worth gathering, owing to its insignificance.

Exports: wine.

In regard to the export of wines the accompanying returns show very little decrease compared with those of the previous year, but large quantities of wine were brought into Tarragona from the provinces of Castellon and Alicante, and, after being manipulated with the lower qualities of Tarragona wine, were exported as the production of this district, thus making up for the deficiency. The low qualities and shortness of crop directed the attention of French buyers to other provinces where their necessities were easier supplied. The consequence was that prices ruled low in this district in spite of the short crop, and the exigencies of sellers have prevented the demand from being anything like regular.

Nuts and other articles.

In the exportation of nuts and other articles there is nothing of special interest to remark upon.

Imports, wines

The importation of wines has increased considerably, this year's total showing some 7,000 casks (averaging 600 litres each) against some 2,000 casks imported in 1888; but the latter were mostly wines of a spurious character originally exported to France, but not allowed admittance to that country, whereas the importation this year consisted of good sound Alicante wine. Large quantities were also received by rail from the province of Castellon, but no reliable returns can be obtained from the railway company, and an idea of the importance of the supplies from this direction can only be arrived at by comparing the exportation with that of previous years.

Spirits.

There has been a slight improvement in the importation of potato spirits from Germany and Sweden, but the quantity does not come up to the average of former years, the shortness of the wine crop accounting for the lesser consumption.

Grain.

This year's return again shows a decrease in the importation of grain, but there is evidently much less speculation in this article, and old stocks have been gradually reduced. The consumption must have been about up to the average.

Guano.

The unusually bad year for farmers has materially affected the importation of guano, and only a succession of good years will reanimate the movement in this article. Importers are no longer disposed to give out merchandise whilst the debts of previous years are still outstanding.

Shipping.

The shipping returns show some falling-off in tonnage, due to the general slackness of trade. However, the decrease of tonnage under the British flag bears about the same proportion to that suffered by other countries.

State of district.

The state of the district is very unsatisfactory; the short crops of wine, oil, and nuts having reduced the demand for labour, and, in consequence, many poor people are almost destitute. Already reports of robbery and intimidation are coming in from several villages round about, and another bad year would probably make the country somewhat unsafe.

Prospects.

However, there are hopes of a better state of things in the coming season, as all wine-growers are now decided to make extensive use of sulphate of copper to combat the ravages of mildew, and if they avoid half measures there is no doubt that, from this cause, the crop will suffer very little.

RETURN of all Shipping at the Port of Tarragona in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	98	77	55,563	78	55,661
Spanish	79	8,728	433	260,921	512	269,649
Swedish and Norwegian	...	...	70	30,439	70	30,439
Italian	62	13,490	4	5,472	66	18,962
French	25	2,258	27	10,651	52	12,909
Danish	...	...	16	12,530	16	12,530
Greek	11	3,777	4	3,951	15	7,728
Russian	7	3,069	7	4,356	14	7,425
Belgian	...	...	6	4,288	6	4,288
German	1	419	4	3,211	5	3,630
Portuguese	...	...	1	950	1	950
Austrian	...	...	1	776	1	776
Total	186	31,839	650	393,108	836	424,947
„ for the preceding year ...	...	...	...	...	919	463,631

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	283	78	56,365	80	56,648
Spanish	80	8,915	434	261,452	514	270,367
Swedish and Norwegian	...	...	70	30,439	70	30,439
Italian	63	13,927	4	5,472	67	19,399
French	25	2,258	27	10,651	52	12,909
Danish	...	...	16	12,530	16	12,530
Greek	10	3,272	4	3,951	14	7,223
Russian	8	3,642	7	4,356	15	7,998
Belgian	...	...	6	4,288	6	4,288
German	1	419	4	3,211	5	3,630
Portuguese	...	...	1	950	1	950
Austrian	...	...	1	776	1	776
Total	189	32,716	652	394,441	841	427,157
„ for the preceding year ...	...	...	...	...	916	461,737

Return of Principal Articles of Import to Tarragona during the Year 1889.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wheat, barley, and maize ...	Tons ...	33,063	297,567	54,852	543,800
Spirits	Casks ...	12,749	204,584	9,964	148,460
Tobacco	...	...	178,000	...	144,000
Empty casks	Casks ...	96,628	96,628	105,560	105,560
Salt fish	Tons ...	2,477	88,336	2,909	92,408
Iron and manufactures	...	...	51,150	...	53,100
Wine	Pipes ...	7,100	42,602	...	...
,, ...	Casks ...	...	...	2,182	17,456
Coal and charcoal	Tons ..	37,761	41,600	38,628	40,500
Petroleum	Cases ...	34,883	23,150	105,271	55,135
,, ...	Barrels ...	2,260		1,000	
Staves	Mille ...	398	21,350	990	76,920
Wood and lumber	...	...	11,130	...	20,750
Sulphur	Tons ...	2,277	10,018	2,784	12,060
Hemp	Bales ...	1,175	8,000	1,369	8,936
Sugar	Tons ...	279	7,750	350	12,380
Oil	Pipes ...	250	4,500	...	...
,, ...	Casks ...	...	...	524	14,280
,, ...	Barrels ...	...	...	951	
Guano	Tons ...	311	3,512	1,292	13,843
Other articles	...	...	62,850	...	61,340
Total	...	...	1,152,727	...	1,425,925

Return of Principal Articles of Export from Tarragona during the Year 1889.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine...	Casks ...	125,767	1,065,474	133,609	1,126,216
Filberts	Bags ...	89,580	100,128	105,484	105,802
Spirits of wine	Pipes ...	3,149	47,165	3,861	57,596
,, ,, ...	Demijohns	3,705		4,092	
Almonds	Bags ...	23,144	34,864	23,914	42,093
,, ...	Barrels ...	...	...	106	
Paper	...	...	9,500	...	6,790
Oil	Casks ...	395	7,022	...	...
,, ...	Cases ...	114		...	...
,, ...	Pipes ...	...	...	286	4,570
,, ...	Cases ...	...	...	350	
Petroleum	,, ...	4,347	2,040	13,400	6,600
Other articles	...	...	17,424	...	12,750
Total	...	...	1,283,617	...	1,362,417

RETURN showing the Total Value of all Articles Exported from and Imported to Tarragona from and to all Foreign Countries during the Years 1888 and 1889.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain	215,214	230,376	61,122	62,773
Spain	117,106	94,750	331,303	307,928
France	735,224	839,852	127,279	161,465
River Plate and Ecuador..	137,087	95,531	..	..
Germany	29,180	29,855	126,400	79,990
United States (America)..	28,045	40,058	36,590	83,085
Sweden and Norway ..	7,503	9,460	131,505	116,540
Russia	4,530	..	301,776	537,667
Denmark	4,010	2,695	..	
Belgium	2,628	1,860	10,560	6,869
Italy	1,500	16,640	15,669	60,128
Other countries	1,590	1,340	10,523	9,480
Total	1,283,617	1,362,417	1,152,727	1,425,925

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 5 | 90—H & S. 855)

FOREIGN OFFICE.

1890.

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DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

SPAIN.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF CORUNNA AND DISTRICT.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 520.

Presented to both Houses of Parliament by Command of Her Majesty, JUNE, 1890.

LONDON:
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Reference to previous Report, Annual Series No. 520.

SPAIN.

CORUNNA.

Consul Walker to the Marquis of Salisbury.

My Lord, *Corunna, April* 18, 1890.

I HAVE the honour to transmit, herewith enclosed, to your Lordship a Report on the Trade and Commerce of my Consular District for the past year.

I have, &c.
(Signed) E. H. WALKER.

Report on the Trade and Commerce of Corunna and the Consular District of Galicia and Asturias, North Spain, for the Year 1889.

The annual report on the trade and commerce of my consular district (which includes two of the largest provinces in the north of Spain) gave for the year 1887–88 a most discouraging return of trade in general; I am happy to be able for the past year to give a more favourable review, as the following brief outline will show for the province of Corunna alone, further on I shall give that of other districts within my consular jurisdiction.

Imports.

The total amount of imports for the port of Corunna in 1888 gave a return of 583,761*l.*, whereas 1889 gives a return of 869,551*l.*, or an increase of 285,790*l.*, the articles that have assisted principally in giving this result being the following:—

Paper.

The return of paper for the year 1888 gave 62 tons, valued at 4,083*l.*, whereas 1889 gave that of 95 tons, valued at 6,175*l.*

Porcelain and glass.

Porcelain and glass for 1888 gave 85 tons, valued at 6,248*l.*, and 1889 gives 158 tons, valued at 11,534*l.*, being nearly double the amount of the previous year.

Salt fish, cod.

The codfish is imported from Norway. The year 1888 gave a return of 1,200 tons, valued at 68,131*l.*, in comparison with 1889, which gives a return of 1,204 tons, valued at 68,455*l.*, or a slight gain to the benefit of last year. This food is chiefly used by the working classes when the close season prevents them buying sardines or sprats, with which this coast plentifully abounds, especially in the season of Lent and on other occasions,

when through stormy weather or unforeseen circumstances, fresh fish cannot be obtained. Among the poor, except on some festive occasion, such as a Saint's day, marriage, or birth, little meat is consumed, "caldo," or thin vegetable soup, bread, and fish being the chief repast for the working classes.

Cocoa. Cocoa gave a return of 220 tons for the year 1888, valued at 5,331*l.*, and in 1889 of 434 tons, valued at 10,416*l.*, or nearly double in quantity and value that of the year previous.

Textiles. The return in Annex B., under the heading of textiles, shows a slight increase in this class of goods, the year 1888 having given a return of 208 tons, valued at 20,914*l.*, and the year 1889 of 242 tons, valued at 24,332*l.* There has been a slight increase in the import of manufactured goods from Great Britain, since the treaty was concluded between the Governments of Her Britannic Majesty and that of His Catholic Majesty, and I have no doubt that it will be greater when the superior quality of British manufactured goods once becomes generally known in contrast to the goods of a similar class imported from France and Germany. The last imitates with wonderful ingenuity English goods, such as hose, drawers, under vests, cutlery, &c.; moreover, the German commercial traveller is constantly seen in every large and small town in the Spanish Peninsula, and thoroughly understands how to treat with the Spanish shopkeeper, quoting their prices f.o.b. with custom-house tariff included, and besides offers longer credit than his English competitors.

Other articles. Under this heading may be comprised fancy goods, bazaar, and general goods, such as hats, umbrellas, walking sticks, guns, pistols, &c., which in the year 1888 gave a return of 1,500 tons, valued at 179,764*l.*, whereas last year gives a return of 4,337 tons, valued at 526,103*l.*

Coal. The following articles, below enumerated, show a decided decrease in the importation. Coal gave a return for the year 1888 of 9,000 tons, valued at 9,000*l.*, but in 1889 only 6,309 tons, valued at 6,309*l.*

Drugs. Drugs gave a return in 1888 of 390 tons, valued at 15,447*l.*, and in 1889 of 247 tons, of the value of 9,880*l.*

Hides (raw). Hides (raw) show also a falling-off from 510 tons, valued at 40,831*l.*, to 393 tons only, valued at 31,440*l.*; these hides are brought from South American ports.

Petroleum. Petroleum, which is imported from the United States in its raw state for a refinery manufactory in this town, in the year 1888 gave a return of 3,900,000 litres, valued at 77,555*l.*, and in 1889 of 2,315,283 litres, valued at 23,152*l.*

Timber. Timber gave a return in 1888 of 1,200 tons, valued at 8,523*l.*, in 1889 of 302 tons, valued at 2,114*l.*

Spirits. There has been a slight falling-off in the importation of spirits, which are imported chiefly from Germany, and are consumed in great quantities by the poorer working classes: the year 1888 gave a return of 800,000 litres, valued at 12,195*l.*, and 1889

of 796,184 litres, valued at 12,136*l.* By the law of June 21, 1889, a tax has been imposed on "Aguardiente," or raw spirit (commonly called "Caña" here), which is manufactured chiefly from the potato root, and is exported almost entirely, as I have before stated, from Germany in large quantities. The duty imposed on spirit imported from foreign countries and beyond the seas is at the rate of 1*l.* per hectolitre as octroi, and the duty imposed upon spirit ("Caña") from Spanish provinces beyond the seas, as well as upon all classes of spirituous drinks, is 262 millesimal of a franc for every centesimal degree not exceeding 60 degrees, passing this limit 25 fr., or 1*l.*, per hectolitre, whatever its force may be. This is a transit duty which is now in vogue.

Maize.

The introduction of maize to make up for the almost yearly failure of the maize harvest in the northern provinces of the Spanish Peninsula is now annual; and although this province is not at all adapted for the ripening of this cereal, still the Galician small farmer, with his natural conservative tendency to do exactly what his forefathers have been in the habit of doing for generations, continues to prepare his land for the reception of the grain in his rude and antiquated manner, just turning the soil over with the primitive "Cincinnatus plough" a sufficient depth to prevent the grain being destroyed by the wild birds, then fondly hopes, after having had the land blessed by placing thereon laurel branches that have been duly blessed on Palm Sunday by having been sprinkled with holy water, that his patron saint will duly bless his efforts. The return for the year 1888 was 400 tons imported, valued at 3,724*l.*, and for 1889 of 293 tons, valued at 2,637*l.*

Exports.

The return of export also will show a favourable comparison when compared with the year 1888, which gave a return of 176,279*l.*, while 1889 gives a return of 228,311*l.*, or a difference in favour of last year of 52,032*l.* The principal items which have caused this increase, beginning with the cattle trade, are as follows:—

Oxen or cattle trade.

The return of oxen shipped from this port to Portsmouth, Plymouth, and Falmouth, for the army and navy contracts and private firms, in the year 1888 gave a return of 8,188 head of oxen, valued at 114,632*l.*, and in 1889 of 10,328 oxen, valued at 164,526*l.* This increase is owing to the French ports being closed to the British market, and vessels formerly plying between the Channel Islands and France now come instead to this port.

Pitwood.

The trade between this port and Cardiff in pitwood for the use of the coal mines shows a slight increase. 1888 gave a return of 1,560 tons, valued at 776*l.*, whereas 1889 gives a return of 1,600, valued at 798*l.*

Hams and bacon.

Hams and bacon show also an improvement, although small. 1888 gave a return of 145 tons, valued at 13,017*l.*, and 1889 gives a return of 155 tons, valued at 13,156*l.* These hams and bacon are chiefly exported to the Spanish colonies of Havannah and Manilla, those coming from the adjacent provinces of Lugo, near Corunna, are very much esteemed, not only by Spaniards but also by foreigners.

Onions.

Large quantities of onions (which are exceedingly cheap in this province) are also annually exported from this port to the Spanish colonies of Havannah, Porto Rico, and Manilla; the year 1888 gave a return of 2,390 tons, valued at 7,170*l.*, and 1889 gives a return of 3,040 tons, valued at 9,120*l.*

Canned meats.

The preserved meats which are manufactured in this town, as well as the town of Noya, near Santiago, are exported largely to South America and the Spanish colonies; the year 1888 gave a return of 93 tons, valued at 6,510*l.*, and the year 1889 100 tons, valued at 7,000*l.*

Fowls.

Great quantities of fowls are almost weekly shipped from this port for the supply of the large number of mail steamers constantly calling at this port for South America, Havannah, and Manilla. The Madrid market also is supplied from Corunna to a great extent, the year 1888 gave a return of 11,100 fowls, valued at 1,110*l.*, and the year 1889 shows a slight decrease, 10,300 fowls being exported, valued at 1,030*l.*

Wines.

The common table wines (Vino de Pasta or Vin Ordinaire), consisting of the wines of Val de Oro, Orense and Castile, are shipped in large quantities to the South American ports and Havannah, and also to France. The value seems small in comparison to the quantity, but being bought by contract, and the wine itself being the common wine of the country, it is exceedingly cheap, in 1880 some 80,000 litres, valued at 1,220*l.*, were shipped, in 1889 there were 100,000 litres exported, valued at 1,525*l.*

Lobsters.

Lobsters are shipped from this port to a French port for conveyance to Paris for the supply of that market; in the year 1888 some 12,000 lobsters were exported, valued at 1,200*l.*, in 1889 13,000 were shipped, valued at 1,300*l.*

Sardine oil.

Sardine oil is exported to Great Britain, and shows but a slight difference from the returns of the last two years; 1888 gave a return of 95 tons valued at 1,976*l.*, and the year 1889 gives a return of 75 tons, valued at 1,570*l.*

Emigration.

The emigration from this port during the past year to the River Plate, Brazil, and Havannah, has been exceedingly great, and, as I have observed in another part of this report, is causing great alarm, not only to the Government, but also to the proprietors who let their lands to the labourers for cultivation, the following table will give an idea of the monthly emigration or exodus that has taken place during the above-mentioned period.

Annex A.—NUMBER of Emigrants that have left this Port during the past 12 months for Havannah, Brazil, Buenos Ayres.

Months.	Port of Embarkation.	Number per Month.
January	Embarked at Port of Corunna	755
February	,, ,, ...	753
March	,, ,, ...	721
April	,, ,, ...	992
May	,, ,, ...	1,480
June..	,, ,, ...	1,643
July	,, ,, ...	1,120
August	,, ,, ...	3,735
September	,, ,, ...	2,064
October	,, ,, ...	1,165
November	,, ,, ...	3,587
December	,, ,, ...	1,239

The above table gives a return of 19,254 souls that have migrated from this port alone, when, therefore, it must be taken into calculation that emigration was going on most actively from the other Galician ports of Carril and Vigo, where the Royal Mail, "North Dutch, German Lloyd's," and the Messagerie Maritime steamers call once a fortnight solely for the purpose of embarking emigrants, an idea may be had of the enormous amount of souls who are forsaking their native soil in the hope of benefitting their position in other lands.

Annex B.—RETURN of Principal Articles of Import from the Port of Corunna during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coals	Tons ...	6,309	6,309	9,000	9,000
Drugs	,, ...	247	9,880	390	15,447
Hides, raw	,, ...	393	31,440	510	40,831
Machinery	,, ...	80	4,080	190	9,800
Metals	,, ...	860	17,200	208	4,222
Marble	,, ...	173	6,228	100	3,633
Pitch, tar	,, ...	54	2,700	125	6,309
Petroleum	Litres ...	2,815,283	23,152	3,900,000	77,555
Paper	Tons ...	95	6,175	62	4,083
Porcelain, glass	,, ...	158	11,534	85	6,248
Salt fish	,, ...	1,204	68,455	1,200	68,131
Timber...	,, ...	302	2,114	1,200	8,523
Sugar	,, ...	1,967	94,416	1,974	96,246
Coffee	,, ...	91	3,276	130	4,786
Cocoa	,, ...	434	10,416	220	5,331
Textiles	,, ...	242	24,332	208	20,914
Spirits	Litres ...	796,184	12,136	800,000	12,195
Maize	Tons ...	293	2,637	400	3,724
Tobacco	,, ...	52	6,968	50	6,719
Other articles...	,, ...	4,337	526,103	1,500	179,764

Annex B.—Return of Principal Articles of Export from the Port of Corunna during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Oxen	Head ...	10,382	164,526	8,188	114,632
Pitwood	Tons ...	1,600	798	1,560	776
Onions	,, ...	3,040	9,120	2,390	7,170
Bacon, hams	,, ...	155	13,156	145	13,017
Butter and lard	,, ...	125	13,137	119	12,516
Chocolate	,, ...	40	3,524	28	3,762
Canned meats...	,, ...	100	7,000	93	6,510
Fowls	Number ...	10,300	1,030	11,100	1,110
Textiles...	Tons ...	58	9,436	63	10,250
Wine	Litres ...	100,000	1,525	80,000	1,220
Sardines and oil	Tons ...	75	1,570	95	1,976
Lobsters	Number ...	13,000	1,300	12,000	1,200
Other articles	Tons ...	190	2,179	180	2,065

Annex C.—Table showing the Total Value of all Articles Exported from and Imported to Corunna from and to Foreign Countries during the Years 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain	165,324	140,000	224,555	280,000
Spain	57,181	30,180	350,390	291,545
Germany	1,708	1,800	107,408	4,386
France	2,108	2,099	72,600	6,700
Norway..	1,300	1,500	102,500	850
Sweden	690	700	12,098	280
Total	228,311	176,279	869,551	583,761

Annex C.—RETURN of British Shipping at the Port of Corunna for the Year 1889.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total of Crews.	Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total of Crews.	Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
45	119	264	2,825	10,803	13,628	1,442	£ 20,500	194	1	195	20,342	522	20,864	1,236	£ 164,526

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Total Tonnage.			Total of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Total Tonnage.			Total of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Spain	4	...	4	3,197	...	3,197	81	4,500	Spain	17	4	21	3,164	1,671	4,835	250	23,250
France	14	...	14	1,834	...	1,834	140	30,000	France	1	...	1	363	...	363	16	1,280
United States ...	1	...	1	717	...	717	17	3,000	Belgium	1	...	1	96	...	96	20	1,000
Portugal	6	...	6	2,746	...	2,746	114	300	Portugal	1	1	2	131	50	181	19	500
									Holland	1	...	1	526	...	526	28	1,000
									Other countries...	1	...	1	717	...	717	17	3,000
Total ...	25	...	25	8,494	...	8,494	352	37,800	Total	22	5	27	4,997	1,721	6,718	350	30,030

Annex D.—Return of all Shipping at the Port of Corunna in the Year 1889.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	189	9,450	75	104,903	264	114,353
Spanish	24	4,500	330	315,500	354	320,000
French	54	3,440	12	720	66	4,160
German	1	199	21	6,765	22	6,964
Norwegian	3	814	14	4,183	17	4,997
Portuguese... ...	...	...	2	978	2	978
Total	271	18,403	454	433,049	725	451,452

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	189	9,450	75	104,903	264	114,353
Spanish	24	4,500	330	315,500	354	320,000
French	54	3,440	12	720	66	4,160
German	1	199	21	6,765	22	6,964
Norwegian	3	814	14	4,183	17	4,997
Portuguese... ...	...	...	2	978	2	978
Total	271	18,403	454	433,049	725	451,452

Agriculture.

Cattle.

In my report for the year 1888 I was able to speak favourably on the cattle trade, which is the principal and almost the only export from this port to the United Kingdom. Owing to the French ports being closed on account of the epidemic that exists among the bovine race in that country, a great quantity of Jersey vessels are now engaged in the shipment of cattle between this town and Jersey for private firms and the butchers. The greater part are, however, shipped, as I have before observed in former reports, to Plymouth, Falmouth, and Portsmouth, for army and navy contracts and private firms; the trade, however, although looking up, for the reasons I have before given, will, I am afraid, never be on a par with what it once was some ten years ago, when some 20,000 head of cattle were yearly shipped from this port alone to Great Britain, without taking into consideration the port of Vigo, where also shipments are annually made, not only to England, but also to Gibraltar for the supply of our garrison there. The following table will give an idea of the export of bullocks from this port to Great Britain during the last five years:—

Year.	Number of cattle.	Value.
		£
1885	9,592	191,840
1886	7,090	106,350
1887	4,302	60,228
1888	8,188	114,632
1889	10,382	164,526

From the above return it will be seen that since 1887 there has been a decided increase in the export of cattle, the year 1888 giving a return nearly double that of 1887, and the year 1889 2,194 head more than the previous year; but although this looks encouraging, still, when it has to be taken into consideration that when once the French ports are again open for the export of cattle, there will be a marked decrease from Galician ports, and again, owing to the great competition that the Gallego farmers have to contend with from exporters from the United States, the cattle trade will not, I am afraid, ever be able to take the place it once held.

Bread stuffs, cereals.

The wheat crop in this province gives a favourable return for last year in comparison with the preceding year 1888, the soil is exceedingly productive, and it is extraordinary what good yields take place considering the primitive manner the land is worked; but it is difficult, as I have before observed in previous reports, to find a ready or easy solution for this wretched state of agricultural apathy. With the division of property that has taken place from year to year since the law primogeniture ceased to exist —and the market garden system or division that Galician cultivation has now fallen into—the peasant proprietor or rent holder has no capital to buy improved implements of agriculture, or manures to improve his land; moreover, he is exceedingly ignorant, superstitious, and backward in his ideas: his forefathers cultivated in the same manner as he does, and he is content to follow the same routine—of course there are exceptions to the rule—if he can pay his rent, or if a peasant proprietor his taxes, he is quite content to live from hand to mouth without a thought for the time which must eventually arrive when old age, infirmities, and rheumatism render him incapable of further exertion.

Maize.

The maize crop has been below the average, and as a natural result there has been an increased importation of maize from Liverpool to make up for the deficiency.

The chief root crops are those of potatoes and onions; the former gave a better return than the previous year, when it was attacked with the blight, still they cannot be compared to the yields that have taken place in former years.

Onions.

The onion crop was extremely prolific, and the supply exceeded the demand, which caused the prices to fall very low, great quantities were shipped by the mail steamers to Havannah, and the trade appears to be increasing year by year.

Wine.

The vineyards in the wine-growing districts of this province, of which the best are those of Valdeorras, Amandi, Rivero, and

the Tostado of Orense, have unfortunately yielded a return far below the average during the past year, the mildew appeared early and caused great havoc; extensive shipments have been made to South American ports where the red Vino de Pasto is much appreciated, some 100,000 litres having been shipped last year in comparison to 80,000 litres exported in the like period of 1888; this is exclusive of the large quantities that, as I have stated in previous reports, are annually shipped to France to enable French wine-growers to be able to meet the yearly increasing demands for the much appreciated wines of that country. French buyers purchase from 8,000*l.* to 10,000*l.* worth of wine alone from this province annually to be mixed and blended with their own wines, and the two combined, when once the Galician wine is purified by a proper process, and the excess of alcoholic substance is extracted, makes a splendid St. Julien, Macon, &c., as the case may be.

I have stated in previous reports, when writing on the wine question in this district, how regrettable it is that the large wine growers do not turn their attention more than they do to the cultivation of their vines, and the preparation of their wines; it is unfortunately in the growth of their vines as well as of their cereals that everything is done on the most primitive basis, no new systems are introduced, and in most cases the large proprietors leave everything in the hands of their "major-domo" or agent, and who, as a rule, spend their time at the Court of Madrid, or in the neighbouring towns. Last year I had repeated applications from wine merchants in England to recommend them to some of the principal wine growers in my Consular district, and although I took up the matter with great interest, and put myself into communication, both verbally and by letter, with some of the principal wine proprietors, I only succeeded in inducing one to send samples to London.

This indifference and apparent apathy to what should seriously interest them, and, moreover, might improve their capital, is a matter to be regretted.

Agricultural implements and machinery.

The Minister of Agriculture, I am informed, has taken a step in the right direction, by allowing the purchase by the Diputacion Provincial (Provincial Parliament) of this province of a grange outside the town for an agricultural school, and machinery and implements of a modern kind have arrived in this town, accompanied by an engineer of the Agricultural Department from Madrid, for the purpose of giving the Galician farmers lessons in ploughing, drilling, thrashing grain, winnowing, &c.; these implements are to travel about the country to certain stations fixed on as schools of agriculture, where experiments will take place; so that when the farmers are thoroughly conversant with the use of the machinery, they will have the option to hire them for practical purposes on their own land, paying a reasonable price for the hire of the same, it being understood that they will be responsible for the breakage or injury caused thereto. This is a long-needed innovation, and it is to be

hoped that practical results may arise therefrom. If only the inhabitants of this productive province could awake from the apathy they have fallen into, and would take advantage of the natural resources of their country, where the ground need never be idle, the climate being so propitious that crop may follow crop all the year round, this utilisation of the productiveness of their land with the lightening, on the other hand, by the Government of the heavy taxation which falls so heavily on the peasantry and small farmers, might make the country blossom as the rose and bring comfort and health to the inhabitants instead of such misery and penury as at present exists among the agricultural classes.

Public Works and Edifices.

In a former report I stated that the Quarantine Harbour and Buildings, which were publicly opened in the month of August, 1888, by the Director of the Sanitary Department of Madrid, were still closed, and as the same had been built at a large outlay by private capital, there was consequently some irritation felt that the ports of Vigo and Santander should have their Lazaretto or quarantine department, and Corunna should be left out in the cold, more especially as the whole of the buildings erected here, at a great cost, were built by private outlay, without any assistance from the Spanish Government. This irritation increased to fever heat last summer during the period of the year when the Spanish mail and other steamers returning from infected ports in Havannah, South America, and Manila, were ordered off to Santander to perform their quarantine. The whole of the local authorities of this town, Ferrol, and Betanzos, consisting of the "Diputacion Provincial," mayor, town council, &c., sent in their resignation to the Civil Governor; the shops, cafés, theatres, and clubs were closed; the merchants would not withdraw their goods from the custom-house, and everything was at a complete deadlock. As it was supposed that the director and principal shareholder of the Spanish Transatlantic Company (a native of Santander), a person of great influence, was using the same to obtain a Royal Order from the Government, at Madrid, that mail steamers should touch at Santander in lieu of Corunna, the indignation rapidly increased, and a deputation composed of the President of the Chamber of Commerce and some of the principal Spanish merchants formed a committee, and went to Madrid to petition the Minister of the Interior to do them justice. It was finally decided that the Spanish mail steamers should touch alternately here and at Santander. Since then it has been declared that the Corunna lazaretto does not contain sufficient accommodation for passengers suffering from an epidemic, or convalescent passengers, and that only vessels coming from non-infected ports, but under observation, shall perform their quarantine until proper accommodation is provided for all cases; be this as it may, it is feared that the whole question may have to be fought over again, and that for the present the Corunna quarantine

Lazaretto.

establishment may become a dead letter; obliging all vessels, both Spanish and Foreign, with suspicious cases on board, to sail from Corunna, after leaving their mails, for Santander, and thus causing the passengers great delay as well as expense, as there is an economy of 24 hours in time per rail for those who are desirous of proceeding to Madrid.

Improvement. The Town Council of this town have been actively employed some time during the last year, and the present one, in redraining several of the principal streets at a great depth below the pavement, as well as making new footways and principal thoroughfares to the railway station, also planting with trees the main streets and roads, which, when completed, will be a great improvement as well as adornment to the town.

Public factories. The large cotton manufactory in this town, which employed several hundred hands, was unfortunately totally destroyed by fire during the month of October last; thus throwing all the employés out of work, fortunately the owners are opulent and much esteemed, and therefore found no difficulty in inducing the insurance company in whose firm their manufactory was insured in paying them compensation for their losses; and it is calculated that before the end of the year the manufactory will be again rebuilt on new principles, and the whole concern in full swing once more.

Waterworks. The Town Council of Corunna have resolved to improve the water supply of this town, and for that reason have published tenders in the Royal Gazette at Madrid and this town, containing the conditions for the sale, by public competition, of the contract for the supplying the town with water, the introduction of the same into the public edifices and private buildings.

The subvention between the Town Council and the contractor is for the term of 99 years, and is for the sum of 88,100*l.*, the deposit required from competitors for this contract will be 4,445*l.*, or 5 per cent. of the total value of the subvention—the final guarantee to be deposited with the Town Council will consist of 10 per cent. of the total value of the cost of the works.

Gijon.

Mr. Vice-Consul Penlington in his report for last year states that the improvement in trade and commerce seems likely to continue, and that the value of imports rose from 270,563*l.* in

Increase in imports. 1888 to 282,149*l.* in 1889; the increase, 4,586*l.*, is small in the total, but many fluctuations all extremely favourable to British trade are worthy to be mentioned, as we imported larger quantities of grain, bricks, lard, bacon, machinery, soda, pitch, rice, and steel, whilst a marked decrease occurred in acids, sugar, cocoa, spirits, and miscellaneous articles from other countries.

Increase in British imports. British imports increased, especially in the latter part of 1889, to 93,840*l.*, against 54,419*l.* in 1888. Government and others gave orders more freely for machinery, causing an increase of 10,336*l.* Fire bricks were largely imported for new furnaces and

show a gain of 9,244*l.* Maize came in from Liverpool in larger quantities, and improved in value to 7,760*l.*, whilst the following imports show a substantial increase in value: bacon and lard, 6,019*l.*; soda, 4,057*l.*; rice, 1,029*l.*

Sugar. Spanish colonies sent in less raw sugar; the quantity fell from 1,390 tons in 1888 to 1,100 tons in 1889, and the cause is attributed to the larger quantities received coastwise from native refineries at reduced prices.

Decline in German imports. German imports fell from 32,824*l.* in 1888 to 25,400*l.* last year, which may be explained by the smaller demand for various miscellaneous goods, such as cheap cutlery, smallware, and ironmongery, and it is to be hoped that quality, as well as cheapness, is a factor which the public have in view in limiting orders for very cheap ware; the present is a favourable time for British manufacturers to push their more reliable goods in this market, and to study the requirements of consumers, both in Asturias and Leon, where large orders are given to our competitors in the absence of British travellers.

Suggestions.

The decrease in German imports was not prevented even by the new line of steamers (sailing under the German flag) which constantly call at Gijon.

German line of steamers. 22 German steamers, of a total gross register of 7,776 tons in all, touched at Gijon in 1889, but only left 1,700 tons of cargo and took nothing away.

French imports. French imports were affected by stocks on hand from 1888, and fell to 34,379*l.* in 1889.

Belgium imports. Belgium imports were 36,819*l.* in 1888, against 30,165*l.* in 1889, by which it would appear the demand was also less for Belgian products.

Export trade. Increase in exports. A very noticeable improvement is shown by the exports having risen from 90,260*l.* in 1888 to 146,622*l.* in 1889, of which Great Britain took to the value of 97,432*l.* against 85,932*l.* in 1888.

Copper ore. Copper ore, from the adjoining province of Leon, amounting to 3,200 tons of reputed rich ore of 25 to 30 per cent., valued at 57,600*l.*, was sent to Swansea, being 500 tons, 9,000*l.* value, less than the quantity sent in 1888.

Zinc. A new and important item has appeared for the first time in Gijon exports for 1889, and consists of 1,960 tons of zinc in cakes or blocks shipped by the Royal Asturian Zinc Company of Aviles for England, 560 tons and 1,400 tons to France; the value is given at 24*l.* per ton f.o.b. to Gijon.

Nuts. The native hazel nut crop of 1889 was again a comparative failure, and the yield amounted to 7,069 cargoes, or measures weighing 90 kilos. each, total value 14,134*l.* against 12,038*l.* in 1888.

I may mention that an average good crop of hazel nuts yields nearly 40,000 cargoes, and represents 48,000*l.* in value, and finds a profitable market exclusively in England.

Apples. The next item of importance in 1889 was the large quantity of apples exported to France for making cider; 3,400 tons were shipped, and cost f.o.b. in Gijon 4*l.* per ton.

Quicksilver. Quicksilver for the English market increased in value and quantity from 5,864*l.* in 1888 to 11,600*l.* in 1889, and as the Asturian mines are being worked more extensively the quantity of quicksilver will probably be augmented.

British shipping. British shipping at the port of Gijon in 1888 was 10,504 net tonnage, and 10,529 in 1889. Our shipping has not increased in proportion to the larger quantities of goods imported from Great Britain which have been brought in Spanish bottoms; a weekly sailing from Liverpool was established last summer, and these Spanish steamers have increased the rates of freight 25 per cent. during the last three months, and a further rise is expected.

Spanish steamers.

Increase in freights. Spanish steamers carried the larger part of the copper ore for Swansea, and the rate of freight on this ore has risen from 8*s.* to 11*s.* per ton.

I presume our ships find profitable employment elsewhere at present, otherwise they would not fail to compete with Spanish steamers at the high freights now offering for Gijon.

Output of coal lines. The output of Asturian coal mines in 1889 was 650,000 tons, all consumed by works and factories in this province with the exception of 137,000 tons sent coastwise principally to Bilbao,

Coal shipped. where 36,000 tons of Asturian coal competed with English coal at the price of 21 pesetas per ton, cost, freight and insurance, for best steam.

Acquisition of mining property. The many facilities offered to foreigners by the Spanish mining laws for the acquisition of mining property ought to receive attention of British miners and speculators and they would do well in studying the mineral resources of Asturias and Leon.

Sites, however extensive, may be acquired for mining purposes subject to a small money deposit to cover Government engineers fees and title deeds, and a "canon" or royalty of 4 to 10 pesetas per

Royalty payable. hectare, according to class of mineral worked with 1 per cent. on gross value of output.

Extent of coal land. The province of Asturias is officially estimated to contain 270,000 hectares of coal fields, of which 30,000 hectares are being

Output of coal mines. worked, giving a yearly output of 650,000 tons.

Output of iron ore. The province is also rich in ironstone, of which 63,000 tons were raised in 1889.

Quicksilver. Increasing quantities of quicksilver are yearly mined, and 58 tons represents last year's output.

Manganese mines. An English company has been formed lately for working some manganese mines near the coast.

Copper ore. In the adjoining province of Leon a new copper ore district is being opened at Villamanin on the north railway; the ore is reputed to be rich, containing 25 per cent. to 30 per cent. 3,200 tons of this ore were shipped to Swansea in 1889, and I am informed the output will considerably increase as soon as new mines lately started are in working order.

Suggestions. I call attention to these mineral producing provinces in order that our British miners may not be late in the field, and in order that sites may be acquired direct from Government for a small fee instead of buying same from speculators at a high figure.

Agriculture.

I regret to report that the province continues in the backward state as previously reported, nothing having been done to improve the farmer's condition, and he still uses the primitive implements of his forefathers; modern machinery and artificial manures are nearly unknown, with the consequent result that the province so favoured by nature does not produce sufficient corn, maize, potatoes, &c., for its own consumption, and to remedy this state of neglect it is necessary for landlords to pay some attention to improve the condition of their tenants by instructing them in the use of modern implements, and the application of suitable manures.

Unfortunately in Spain the Government is expected to do everything, and no improvement in agriculture will take place until a school for the purpose is established in every town, where practical lessons in agriculture may be obtained.

Agricultural schools.

A school of this kind has been commenced in Leon, and another is to be opened in Oviedo, which is a step in the right direction; but the farmer will still require material aid to put into practice the lessons taught, and the landlord will be called upon for his own interest to render this aid (in the absence of banks or other societies for advancing money on rural property) if he desires in future to avoid his farms being left without tenants. It is calculated that 150 farmers threw up their holdings last summer to take advantage of the free passages to Buenos Ayres, and emigrated with their families together with some 3,500 labourers, miners, and mechanics from this province.

Projected public works.

Several works are projected for improving the port and town of Gijon, such as making an extensive harbour of refuge, supplying the town with water and electric light; but said improvements are not yet within a measurable distance to call for further remarks this year.

RETURN of British Shipping at the Port of Gijon during the Year 1889.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
17	2	19	3,506	124	3,630	153	£ 15,426	16	1	17	1,604	192	1,796	115	£ 37,252

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Spain	...	11	11	...	1,672	1,672	103	...	Spain	10	10	20	1,686	5,646	7,332	235	1,800
France	1	4	5	145	1,173	1,318	57	160	France	5	...	5	1,099	...	1,099	60	6,520
Norway	3	...	3	1,836	...	1,836	52	11,466	Portugal	...	1	1	...	302	302	13	...
Roumania ...	2	...	2	1,745	...	1,745	36	17,100									
Belgium	1	...	1	137	...	137	7	1,200									
Germany	1	...	1	120	...	120	6	1,500									
Portugal	...	1	1	...	71	71	4	...									
Total	8	16	24	3,983	2,916	6,899	265	31,426	Total	15	11	26	2,785	5,948	8,733	308	8,320

RETURN of all British Shipping at the Port of Gijon during the Years 1888–89.

ENTERED.

Year.	Number.	Tonnage.	Crew.	Value of Cargoes.
				£
1888	39	10,504	406	63,282
1889	43	10,529	423	46,852

CLEARED.

Year.	Number.	Tonnage.	Crew.	Value of Cargoes.
				£
1888	38	9,719	389	70,920
1889	43	10,529	423	45,572

RETURN of all Shipping at the Port of Gijon in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	19	1,721	24	8,808	43	10,529
Spanish	776	28,193	810	186,463	1,586	214,656
French	49	2,445	6	1,967	55	4,412
German	...	...	22	7,776	22	7,776
Belgian	...	...	25	3,300	25	3,300
Norwegian ...	15	2,801	2	657	17	3,458
Other countries ...	4	598	1	426	5	1,024
Total	863	35,738	890	209,397	1,753	245,155
,, for the year preceding ...	803	36,098	877	204,838	1,680	240,936

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	19	1,721	24	8,808	43	10,529
Spanish	762	27,150	804	185,820	1,566	212,970
French	49	2,445	6	1,967	55	4,412
German	...	...	22	7,776	22	7,776
Belgian	...	...	25	3,300	25	3,300
Norwegian	15	2,801	2	657	17	3,458
Other countries ...	4	598	1	426	5	1,024
Total	849	34,715	884	208,754	1,733	243,469
,, for the year preceding ...	783	35,398	872	202,629	1,655	237,927

RETURN of Principal Articles of Import to Gijon during the Years 1888–89.

Articles.	1888.		1889.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Acid, sulphuric ..	408	4,080	320	3,200
Bacon and lard.. ..	216	9,072	314	15,091
Bricks	..	..	2,311	9,244
Clay and sand	1,921	3,842	1,827	3,656
Sugar	1,390	27,800	1,099	26,120
Cocoa	446	37,462	246	19,716
Cereals	4,858	34,016	7,250	36,241
Ironwork	2,308	31,544	1,608	16,880
Machinery	479	16,824	450	27,160
Soda, nitrate	618	6,120	1,015	10,177
Pitch and tar	2,087	3,547	3,757	8,454
Rice	716	7,518	777	8,547
Spirits	349	6,986	275	5,500
Steel rails	1,700	8,500	2,325	12,700
Textiles..	30	12,610	51	20,400
Wood	7,000	19,586	9,297	26,031
Petroleum	14	196	13	182
Other articles	4,561	41,040	3,650	32,850
Total	29,091	270,563	36,585	282,149

RETURN of the Principal Articles of Export from Gijon during the Years 1888-89.

Articles.	1888.		1889.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Apples	110	550	3,500	14,000
Butter	-	..	6	258
Copper ore	3,700	66,600	3,200	57,600
Fish	4	50	50	750
Iron, old	1,000	3,000	..	..
Nuts, hazel	541	12,038	636	14,134
Quicksilver	37	5,864	58	11,600
Meats, preserved ..	1½	60	1	40
Zinc (block)	..	..	1,960	47,040
Other articles	165	1,426	150	1,200
Jet	17	680	..	..
Total	5,575½	90,268	9,561	146,622

TABLE showing the Total Value of all Articles Exported from and Imported to Gijon from and to Foreign Countries during the Years 1888–89.

Country.	Exports.		Imports.	
	1888.	1889.	1888.	1889.
	£	£	£	£
Great Britain	85,932	97,432	54,419	93,840
France	3,123	49,190	37,028	34,379
Spanish colonies	1,213	..	68,121	59,905
Belgium	..	..	36,819	30,165
Germany	..	..	32,824	25,400
Norway	..	..	16,462	21,160
United States	..	..	4,690	..
Roumania..	..	..	20,200	17,300
Total..	90,268	146,622	270,563	282,149

VIGO.

Mr. Vice-Consul Barcena Franco reports as follows:—

Imports. The total value of imports during the year 1889 amounted to 176,417*l.*, against 345,360*l.* in 1888, showing a decrease of over 50 per cent. in 1889. This decrease may be attributed in my opinion to the general stagnation in trade, and particularly to the following causes.

Hides. There is a decrease of about 52,000*l.* in the importation of hides; this is owing to the circumstance that many of the tan-yards have been obliged to reduce their production in consequence of the reductions in prices owing to the want of consumption.

Brandy. Spirits. There is also a decrease in the importation of brandy of about 63,000*l.*, owing to a change in the custom-house duties during the year 1888, which obliged importers to make importations in that year before the new tariff was put in force.

Petroleum. In petroleum the decrease of about 15,000*l.* is owing to, in the year 1888, a refining fabric being established at this port, and an unusual quantity of raw petroleum was imported, which circumstance did not take place in 1889.

The decrease in the importation of woollen and silk goods is, in my opinion, partly owing to the large stores established in France. The goods ordered direct are received overland, and the importation consequently appears in the custom-house on the frontier.

Exports. The total exports amounted in the year 1889 to 135,635*l.*, against 237,004*l.* in 1888, showing a decrease of over 40 per cent., amounting to 101,369*l.* This difference may be attributed to the reduction of exportation of cattle for the English market in consequence of the supply from the United States. This want of exportation tells very unfavourably in the situation of the farmers of this province, since cattle was the great source from which they derived the money sufficient to pay their taxes and expenses, as the other productions are of a very cheap kind.

Cattle.

Preserved or canned meat and fruits.

There is also a heavy difference of about 69,000*l.* less exportation of preserves. This, in my opinion, is owing to the heavy competition. When the prices rose about two years ago, a large number of establishments were set to work, the markets were swamped, and the natural stagnation followed. The important exportation of fresh fish to the interior rises the prices, and stops preserves.

I believe I may venture to say that the increase of the exportation of this town into the interior of the country by the facilities gradually obtained, also helps to reduce the exportation by water.

Agriculture.

The want of exportation of cattle for the British markets has caused a deeply felt loss to farmers, as the rest of the production of this province does not allow the farmers to obtain from them, even when the crop is good, but a very scanty profit. There seems at present to exist a reaction amongst the agriculturist population in favour of the cultivation of the vines, which has until now been treated with a complete want of intelligence, the generality having no faith in it, but the increase of the exportation for South America is the basis of the reaction.

Public works.

An iron pier of 645 feet long, intended to be constructed by the Junta de Obras del Puerto, will be contracted for on the 22nd of the month of February. This work is much required to facilitate the importation and exportation at this port. Should this be followed as it is intended by the construction of about 3 kiloms. of railway to place this pier in communication with the railway station, the expenses of goods in transit by this port will obtain a considerable reduction, and I believe will be the basis of future improvements.

RETURN of British Shipping at the Port of Vigo in the Year 1889.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
15	40	55	5,851	73 480	79,331	3,597	£ 9,824	67	9	76	83,816	16,914	100,730	4,180	£ 74,171

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Total Number of Crews.	Total Value of Cargoes.
	With Cargoes.	In Ballast	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
France... ...	19	28	47	2,508	68,581	71,089	2,829	10,424	France	...	15	15	...	34,995	34,995	1,336	...
Italy	2	...	2	1,772	...	1,772	40	7,388	Spain	...	14	14	...	6,144	6,144	168	...
South America	...	42	42	...	92,619	92,619	4,278	...	Portugal ...	...	19	19	...	2,508	2,508	190	...
									South America	...	59	59	...	133,366	133,366	5,832	...
									Africa	...	1	1	...	99	99	5	...
Total ...	21	70	91	4,280	161,200	165,480	7,147	17,812	Total ...	...	108	108	...	177,112	177,112	7,531	...

NOTE.—15 vessels arrived at Vigo from Great Britain, with cargo for Vigo. 38 vessels left, with an aggregate tonnage of 33,031 tons and 967 crew, having arrived with part of cargo for England, from Cadiz, and Lisbon, and shipped at this port, for England, oxen, eggs, ergot-rye, preserves, and specie.

TABLE showing the Total Value of all Articles Exported from Vigo and Imported to Vigo from and to Foreign Countries during the Years 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
England	76,372	102,970	16,082	15,759
Cuba	12,050	48,881	25,863	68,212
South America	30,700	41,576	25,522	75,681
France	7,674	36,492	17,750	57,303
Puerto Rico	3,952	5,079	7,975	4,545
Italy	..	..	8,790	5,173
Germany	..	..	18,725	38,489
Belgium	..	..	332	3,908
Norway	..	..	44,627	56,810
United States	..	..	3,771	19,480
Other countries	4,887	2,006	6,980	..
Total..	135,635	237,004	176,417	345,360

RETURN of Principal Articles of Export from Vigo during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Bullocks	Number ...	3,331	39,972	4,538	52,056
Preserves	Kilos. ...	569,170	34,150	1,483,652	103,859
Sardines	,, ...	463,191	8,893	595,562	12,387
Wine...	Hectolitres	8,059	9,272	5,776	9,244
Ergot-rye	Kilos. ...	22,004	2,640	14,764	2,362
Eggs...	Dozens	11,064	332	24,410	732
Mineral water	Hectolitres	799	1,599	1,291	2,982
Other articles	Kilos. ...	581,878	7,570	1,216,424	20,438
Specie	...	...	31,207	...	32,944
Total		...	135,635	...	237,004

RETURN of Principal Articles of Import to Vigo during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Hides	Kilos. ...	338,148	23,670	995,880	75,681
Codfish	,, ...	1,770,932	44,627	1,595,962	39,580
Brandy	Hectolitres	4,928	7,885	28,618	70,973
Sugar	Kilos. ...	572,424	18,538	1,067,873	23,919
Flower	,, ...	942,804	11,313	993,283	11,946
Rice	,, ...	936,820	11,242	1,279,864	15,359
Woollen goods	,, ...	9,535	6,166	30,287	19,384
Coals...	,, ...	14,712,354	12,358	12,891,777	9,787
Sulphur	,, ...	1,420,850	7,388	987,348	5,134
Cotton goods	,, ...	11,693	2,806	101,253	40,505
Hardware	,, ...	135,264	4,274	150,555	4,788
Silk goods	,, ...	663	795	2,329	8,854
Petroleum	,, ...	353,043	3,530	2,319,152	19,480
Other articles	,, ...	834,721	21,825	...	...
Total		...	176,417	...	345,360

The chief articles of trade only are here specified, the remainder being grouped under the general heading of "other articles."

RETURN of all Shipping at the Port of Vigo in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	9	1,416	226	316,319	235	317,735
Spanish	718	27,358	491	424,221	1,209	451,579
German	...	...	67	94,551	67	94,551
French	23	3,996	37	88,488	60	92,484
Norwegian	5	922	35	11,588	40	12,510
Other countries ...	11	3,087	11	15,387	22	18,474
Total	766	36,779	867	950,554	1,633	987,333
,, for the preceding year	...	...	...	...	1,625	996,345

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	9	1,416	226	316,809	235	318,225
Spanish	716	27,292	491	424,221	1,207	451,513
German	...	...	68	96,231	68	96,231
French	23	3,996	37	88,488	60	92,484
Norwegian	5	922	35	11,588	40	12,510
Other countries ...	10	2,894	11	15,387	21	18,281
Total	763	36,520	868	952,724	1,631	989,244
,, for the preceding year	...	...	...	...	1,623	992,269

This return is made out in the following order:—British; shipping of the country where the consul resides; shipping of other countries in the order of the aggregate tonnage

of vessels entered or cleared, as far as the consul thinks it expedient to enumerate countries separately; other countries: grouping under this heading countries of which only a few vessels frequent the port where the consul resides.

FERROL.

General observations.

Mr. Vice-Consul Auton reports as follows:—

In transmitting the annexed statistical tables, which show on the whole very little difference from those of previous years, I can only repeat that the importance of this place, as far as trade is concerned, does not improve, nor is it likely to do so while there is no railway communication both with the littoral and the centre of the Peninsular.

Imports.

Increase in imports.

Decline in imports.

The total amount of imports during the year show an increase of 1,203 tons as compared with 1888, but on the other hand the total value has decreased by 9,930*l.* The articles which show a pretty considerable improvement are wheat and maize, especially the latter, owing no doubt to the poor native crops of that grain, bacon, lard, and flour. Paints, rice, soap, timber, and wine have also improved somewhat; while fire-bricks, machinery, tar and pitch were on the decline, which can be accounted for by the falling-off in the demand for the Arsenal, as also salt, spirits, sugar and textiles.

Imports from Great Britain.

Coals.

Other articles.

From Great Britain the import of coals show an increase of 41¼ tons as compared with the previous year, while that from the Asturias mines decreased by about the same quantity, owing, I understand, to some differences between the Government and the contractors. Maize and paints were also on the increase, while machinery, iron of all sorts, and bricks show a decline for the reasons above explained.

Exports.

Exports to Great Britain.

The total exports show a small decrease of about 200 tons and 10,000*l.*, the articles most affected being old iron and salt fish. Those to Great Britain, limited as usual to pit props for the coal mines, increased by 147 tons and 120*l.* as compared with 1888.

Agriculture.

Crops.

I can report nothing of importance in agriculture. The native wheat crop seems to have been pretty good, while that of maize is said to have been very poor, which accounts for the considerable quantity of that grain imported from abroad.

Emigration.

The emigration from this district to the South American Republics has been unusually heavy during the past year, and among the emigrants were a good many of the labourers at the dockyard, where the work has been greatly reduced owing to the new plan of economies.

Dockyard.

Private building yards.

One of the private building yards has been closed during the year for want of work, and at the other one three gunboats of 500 tons are being built for the Government.

RETURN of all Shipping at the Port of Ferrol in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	563	27	24,737	30	25,300
Spanish	86	2,971	308	135,505	394	138,476
French	6	866	...	...	6	866
Other countries ..	3	614	2	2,997	5	3,611
Total	98	5,014	337	163,239	435	168,253
,, for the year preceding ...	103	6,193	353	177,299	456	183,492

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	563	27	24,737	30	25,300
Spanish	83	2,751	307	135,180	390	137,931
French	6	866	...	...	6	866
Other countries ...	3	614	2	2,997	5	3,611
Total	95	4,794	336	162,914	431	167,708
,, for the year preceding ...	106	6,317	353	178,614	459	184,931

RETURN of Principal Articles of Import to Ferrol during the Years 1889–88.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Bacon and lard.. ..	109	4,760	36	1,563
Bricks (fire)	353	990	428	1,196
Coal and coke . ..	12,100	10,400	12,012	10,710
Cotton (in bales) ..	240	13,900	208	12,090
Flour	2,240	29,210	2,080	28,652
Iron (all kinds) ..	2,161	24,810	2,184	24,605
Machinery	101	5,120	142	7,220
Oil (olive)	410	19,900	419	20,945
Paints	88	4,260	61	2,942
Rice	165	2,000	75	905
Salt	970	780	1,508	12,040
Soap	298	7,420	277	6,646
Spirits	700	11,650	760	12,195
Sugar	590	11,900	650	13,520
Tar and pitch	67	350	182	950
Textiles..	224	62,040	242	82,670
Timber	1,345	3,210	1,092	3,650
Wheat and maize ..	1,654	12,420	742	5,820
Wine	1,770	106,700	1,477	88,620
Other articles	1,389	37,545	1,196	42,356
Total	26,974	369,365	25,771	379,295

RETURN of Principal Articles of Export from Ferrol during the Years 1889–88.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Cotton textiles ..	222	44,840	206	45,500
Old iron	15	70	168	540
Pitwood	1,749	1,480	1,602	1,360
Salt fish..	34	900	51	1,224
Other articles	525	20,650	721	30,240
Total	2,545	67,940	2,748	78,864

TABLE showing the Total Value of all Articles Exported from and Imported to Ferrol from and to Foreign Countries during the Years 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain	1,480	1,360	39,270	34,291
Spain and colonies	66,460	77,504	322,650	331,451
France	..	..	2,565	3,479
Other countries	..	..	4,880	10,074
Total	67,940	78,864	369,365	379,295

RETURN of British Shipping at the Port of Ferrol in the Year 1889.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
6	...	6	2,476	...	2,476	65	£ 3,090	2	4	6	386	2,090	2,476	65	£ 420

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballas.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	n Ballast.	Total.		
Spain	1	...	1	131	...	131	10	£ 410	Spain	1	...	1	131	...	131	10	£ ...

N.B.—Besides the above, 23 other British steamers have put into this port during the year for the purpose of coaling or repairing damage.
Aggregate tonnage 22,693 tons, and total number of crew, 527.

Port of Marin.

Mr. Vice-Consul Santos states in his report for last year as follows:—

As you are well aware the commercial importance of this port was very limited, but an economical railway having been inaugurated last June has made it more important. Marin being the chief port of the capital of Pontevedra—since last year the custom-house has been raised from a 2nd to a 1st class—all goods, with the exception of spirits, can be dispatched here, because the former are limited to a very few custom-houses, owing to a new tariff of last year.

The discontinuance of a British steamer, which formerly called at this port once a fortnight, has been much felt.

Some merchants who were accustomed to buy British goods, now purchase them from France for the want of a direct communication between this port and England; for the same reason the mail steamers of the French Company, Messageries Maritimes, that formerly called at the port once a month, now touch here once a fortnight, and carry a large number of passengers for South America, without having the competition of British companies—the price of each passenger to the River Plate is 8*l.* third class.

Imports. The total value of imports during the last year amounted to 3,529*l.*, against 3,763*l.* in 1888. The imports from Great Britain amounted to 381*l.*, and in 1889 to 3,439*l.*, the increase was caused by the importation of iron and coals. The importation from other countries has also increased, France imported marble, the United States timber, and Norway timber also; there was a decrease from Belgium in materials for tramway.

Exports. In exports there has been an increase in pitwood for England, and a decrease in preserves and salt fish for France.

Agriculture. I very much regret not being able to report anything on this subject that would be of interest to British agriculturists. Agriculture is quite in its infancy, neither does it show the least signs of improvement. The implements used are all of the most primitive system; it is true, however, that the land is divided in very small lots, and that the tenants as a rule are all exceedingly poor. The principal products of the soil are wine, maize, rye, some wheat, potatoes, onions, cabbage, and fruit; some of these products are not sufficient for local consumption.

Cattle. The most superior cattle for exportation are found in this province, and are exported to Portugal, Gibraltar, and England, being shipped at the ports of Vigo and Corunna; inferior cattle

Industries. are exported to Andalucia.

The principal industries consist in tinned meats and salt fish (sardines) for export to France, South America, Italy, and Spanish ports in the Mediterranean.

RETURN of Principal Articles of Export from Marin (Port of Pontevedra) during the Years 1889–88.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Kilos.	£	Kilos.	£
Pitwood and planks ..	1,671,131	5,142	..	..
Salt sardines	151,575	3,106	70,850	1,303
Preserves in oil (sardines)	21,350	1,437	73,152	4,644
Flour	76,847	1,005	..	..
Dry vegetables	24,592	331	..	..
Other articles	253,804	744	10,000	179
Total	..	11,765	..	6,126

RETURN of Principal Articles of Import to Marin (Port of Pontevedra) during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Oil	Kilos. ...	168,457	5,696	...	...
Brandy and spirits	Litres ...	109,970	3,275	...	...
Soap	Kilos. ...	100,927	2,717	...	...
Flour	,, ...	155,646	2,161	...	...
Rooftile and manufactured clay	,, ...	291,585	2,018	...	...
Tobacco	,, ...	2,116	780	...	...
Salt	,, ...	2,973,725	1,716	...	...
Planks	Meter cubics	857·884	1,815	...	...
,, ...	Kilos. ...	...	...	210,450	483
Coals	,, ...	1,583,818	1,641	400,925	381
Sugar	,, ...	81,014	1,640	...	...
Steamboat	Tons ...	25·82	1,500	...	...
Maize	Kilos. ...	176,325	1,004	...	...
Worked iron	,, ...	31,861	831	1,800	40
Pine bark...	,, ...	89,900	829	...	...
Cotton goods	,, ...	2,992	806	...	...
Wine	Litres ...	37,422	533	...	...
Tin plate	Kilos. ...	6,352	670	...	...
Tin	,, ...	13,138	573	17,215	497
Candles	,, ...	6,688	450	...	...
Pitch and tar	,, ...	77,615	432	19,613	149
Marble	,, ...	56,680	394	...	...
Machinery	,, ...	10,541	250	1,897	151
Other articles	,, ...	244,040	3,560	35,604	2,062
Total...	...	...	35,291	...	3,763

TABLE showing the Total Value Exported from Marin (Port of Pontevedra) and Imported to the same from and to Foreign Countries during the Year 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain	308	..	3,439	381
Spain	9,425	..	25,509	..
France	2,032	6,126	4,355	1,157
Norwegian	..	..	1,023	..
United States	..	..	915	483
Belgium	..	..	50	1,742
Total	11,765	6,126	35,291	3,763

RETURN of all Shipping at Marin (Port of Pontevedra) in the Years 1889–88.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	346	...	...	2	346
Spanish	189	8,553	50	25,729	239	34,282
French	4	784	20	52,667	24	53,451
German	...	...	1	1,676	1	1,676
Norwegian	1	356	...	...	1	356
Swedish	1	226	...	...	1	226
Total	197	10,265	71	80,072	268	90,337
,, for the preceding year...	211	7,794	77	58,180	288	65,974

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	346	...	...	2	346
Spanish	190	8,608	50	25,729	40	34,337
French	4	784	20	52,667	24	53,451
German	...	...	1	1,676	1	1,676
Norwegian ...	1	356	...	...	1	356
Swedish	1	226	...	...	1	226
Total	198	10,320	71	80,072	269	90,392
,, for the preceding year...	211	8,273	76	58,054	287	66,327

NOTE.—The 20 French steamers (Messageries Maritimes) embarking ... ... 2,485 passengers
,, 1 German steamer (Lloyd's) embarking ... ... 50 ,,
Total ... 2,535 ,, for South America.

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1890.

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No. 713.

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SPAIN.

REPORT ON THE

AGRICULTURE OF THE CONSULAR DISTRICT OF CADIZ.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 350.

Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1890.

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No. 713.

Reference to previous Report, Annual Series No. 350.

SPAIN.

CADIZ.

Consul Henderson to the Marquis of Salisbury.

My Lord, *Cadiz, April* 19, 1890.

I HAVE the honour to inclose a Report on Agriculture in this part of Andalucia from the Vice-Consuls at San Lucar, San Roque, Seville, Jerez, Algeciras, Port St. Mary, and Cordoba.

I have, &c.

(Signed) P. HENDERSON.

Report on Agriculture.

There being no ground under cultivation in the small district under my immediate superintendence, which only comprises the island of Leon, on which Cadiz is built, and the narrow strip of sandy and uncultivated country extending along the littoral as far as Cape Trafalgar, I am afraid I am unable to offer much practical information on the subject of agriculture, or add anything of much value to the report on this subject already published. I have asked the Vice-Consuls in the agricultural district of Andalucia to supplement their previous reports with any further information they can give on agricultural matters, and I have received from Mr. Vice-Consul Aparicio, of San Lucar, the following report:—

According to statistics published in 1881 there are 29,092 acres of land in San Lucar, 26,030 acres of which are subdivided as follows:—

	Acres.
Pasture and wood	9,212
Cereal cultivation	6,471
Vineyards	4,860
Navazas	270
Olive plantations	230
Gardens and orchards	87
Waste land	4,900

The remaining 3,062 acres are comprised in roads, salt pits, &c.

In my last report I stated that agriculture in this part of Spain was generally conducted in a primitive style, but of late I

am happy to say that some of the principal farmers here have introduced new ploughs and implements imported from Great Britain and Germany. They say that although these instruments are more expensive to work than the old ones, the returns obtained fully compensate for their outlay. The generality of farmers, however, still use the old tools, for whilst modern ploughs require four, five, and even six oxen to work them, the old ones are driven by two animals only, and are consequently less expensive. I have been informed by one of the leading agriculturists that some 10 or 12 years ago the late Duke de Montpensier imported a steam plough to till his estates which he only used the first year, and perhaps on account of the nature of the soil, or for some other reasons unknown, the machine has not been used ever since. The total expense for cultivating an acre of vineyard may be calculated at 200 pesetas, and the production at 272 pesetas, leaving a net profit of 72 pesetas to the farmer.

The following is an estimate of the horses and cattle in this district:—

Horses and mules	200
Asses	150
Oxen	500
Sheep	1,000
Goats	500

I likewise mentioned in my last report that there were some sandy soils in this district cultivated with the greatest care, and known by the name of "Navazas." This system of culture is peculiar to San Lucar, and totally unknown in all other parts of Spain. These "Navazas" produce two crops of splendid potatoes a year, one in spring and the other in autumn, besides a crop of fruit and vegetables in summer. The different crops annually gathered in San Lucar, Chipiona, and Trebujena may be estimated as follows:—

	Bushels.
Wheat	60,000
Barley	20,000
Beans	8,000
Chick peas	5,000
Indian corn	2,000

And some 1,500 tons of oranges, and 150 tons of vegetables.

Vice-Consul Cornwell, of San Roque, reports as follows:—The agriculture of this vice-consular district, including amongst others the important and extensive tracts of land appertaining to this town, and those of Limena and Los Barrios, which two latter are in fact the principal source of agriculture in the district, is being largely developed every year, and offers most advantageous prospects. The past and present years have been propitious to the farmers, excepting a short interval of somewhat abnormal cold during the early winter, which for the time retarded sowing operations; but the fair and most seasonable rainfalls since that period have opened the country and promoted growth,

and the crops now present an almost unexampled verdure, and indicate very abundant and profitable returns. I have no further particulars in regard to the agricultural aspect of the district to add at present which would be of especial advantage to agriculturists in England.

Vice-Consul Johnston of Seville reports that the crops of 1889 were considerably below the average. It is anticipated there will be enough wheat for the home consumption, but no surplus for export. One cargo of barley has been already imported from the Black Sea. The crop of olives was also small, and the highest price here of olive oil is some 20 per cent. higher than it was 12 months ago. It is expected that the crops this summer will be smaller still from the want of rain, none having fallen till February instead of coming in October and November as is usual and necessary. The proprietors are gradually awakening to the fact that the low-lying plains in the valley of the Guadalquivir below Seville are exceptionally fertile, and could be turned to far more profitable use than feeding wild bulls. A Belgian company has irrigated and cultivated a small tract of land on the "Isla Menor," and I understand the result is most satisfactory, eight crops of lucerne were got off the land during the first year. It has been proved that ramio (china grass) will grow there in great profusion, and there is a possibility of its cultivation being started on a large scale. It has also been proved that the land is most suitable for growing eucalyptus trees.

Vice-Consul Davies of Jerez reports:—There are no official details or data available as to the result of last year's harvest, which was considered an average one as regards wheat and barley. The quantity gathered of the former may be estimated at 200,000 bushels, and of the latter at 180,000 bushels. Market prices are about 5*s.* per bushel for wheat and 3*s.* 4*d.* for barley. The olive crop was almost a complete failure. The vintage of 1889 in this district was somewhat under the average in quantity, some 3,600,000 gallons being the amount of the yield. The quality was generally very inferior, and the greater portion of the young wines were converted into brandy. The "mildew" which last year threatened to invade the Jerez vineyards did not spread as much as was anticipated, and it is hoped that the timely application of sulphate of copper, which many proprietors are prepared to apply to the vines, will effectually prevent any further extension of the disease. The success of this year's harvest after having been seriously jeopardized, owing to the want of rain for several weeks after seed time, is now no longer doubtful, a favourable change in the weather having occurred in time to counteract the ill effects of the drought. The employment of agricultural implements by the farmers in the district is slowly but surely becoming more general. The thrashing machines are mostly English; reaping and binding machines are principally American, whereas the German three-coulter plough seems to be preferred to any other. In consequence of the use of the thrashing machine, the value of mares which were up to quite lately kept

on the farms for this purpose, has been much diminished. Considerable improvement is apparent in the horses bred in this district, which is entirely due to the fact that the class of Government stallions placed at the disposal of farmers, is far superior to what it was some years since. There are about 100 stallions in the Government stud depôt at Jerez, which is most excellently managed. The greater portion of the horses are half-bred, *i.e.*, English and Spanish, of the remainder some 20 are thoroughbred English, six Norfolks, and some few arabs.

	£		£
Hacks fetch from	15	to	35
Carriage pairs from	60		200
Agricultural mules	20		30
Asses	7		10
Oxen	12		
Cows	8		
Pigs		*5d.* per lb.	

Vice-Consul Haynes of Algeciras reports:—The crops of wheat, maize, barley, and beans for the season of 1889, which form the staple produce of this district, have been fairly good, and up to the average returns. The crops of vegetables and fruit have also been large and of good quality, and generally speaking there has not been any cause to complain of the weather as affecting agricultural interests. Since the termination, however, of the last season, which must be taken as ending in September, there has been an unusual continuance of cold weather and heavy storms, so that it is as yet impossible to say whether the crops for the year 1890 will be seriously affected or not. The railway works between this city and Jerez have made good progress, and a portion of the line will very shortly be ready for permanent traffic; this will open out a considerable extent of country, besides being, when completed, in direct communication with the main railway system of the kingdom, and will doubtless, in many ways, improve the general local trade, besides being of advantage and facility for the conveyance of agricultural produce.

From Port St. Mary, Vice-Consul Pitman reports that wheat and barley are about the only cereals grown in the district, and, owing to the great droughts and persistent dry northerly winds, experienced in the autumn and first winter months, the fields were parched, and the prospect for the agriculturist was a very poor one. In February some good showers fell which slightly improved the appearance of the country, but within the last week there have been such plentiful showers of rain, and the standing crops have so much improved in appearance, that farmers now expect a very good harvest.

From Cordoba, Vice-Consul Poole reports that the acreage under cultivation for wine is about 59,000 (as against 55,000) for last year; the quantity of wine produced being much under the average during the past year, and mostly consumed in this country. The quantity of oil produced has been much under the average, and the greater part sent abroad. The total acreage under culture for wheat, barley, and maize was about 520,000, but the

year has been a bad one for all cereal crops, and although the ground under cultivation has augmented in quantity the crops have left much to be desired in both quality and total produce obtained. The estimate of these crops was 600,000 qrs. of 510 lbs. per qr. There was under 80,000 acres of ground under cultivation as against 110,000 for last year, and nearly all of the fruit produce was exported. This culture is decidedly on the decrease, as the growers in this province make no effort to eradicate the disease that begins in the roots and quickly envelops the whole tree, which dies of a sort of dry rot within a very few years. In the mountains this disease is more visible in very exposed windy places or secluded damp places where there is little ventilation.

As regards implements and way of working everything here, with but rare exceptions, is of the most primitive kind, and altogether denotes that utter want of scientific agricultural education which, hand in hand with a heavy system of taxation, keeps the farmer both poor and spiritless, as he sees no escape from his difficulties.

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678.	Manila	1d.
679.	Tamsui	1d.
680.	Kiungchow	1d.
681.	Swatow	1d.
682.	Stettin	6d.
683.	Bordeaux	2½d.
684.	Port Saïd	1d.
685.	Coquimbo	½d.
686.	Warsaw	1d.
687.	Ichang	1d.
688.	Wênchow	1d.
689.	Trebizond	1d.
690.	Damascus	½d.
691.	Savannah (Georgia)	1d.
692.	Barcelona	2½d.
693.	Santos	1d.
694.	San José	1d.
695.	Batavia	1d.
696.	Genoa	1½d.
697.	Calais	2d.
698.	Marseilles	1d.
699.	Brest	1d.
700.	Lisbon	2½d.
701.	Leghorn	2d.
702.	Rio Grande do Sul	1d.
703.	Tainan	1d.
704.	Kewkiang	4d.
705.	Fiume	1d.
706.	Odessa	2d.
707.	Suakin	½d.
708.	Hankow	½d.
709.	Amoy	1d.
710.	Buda-Pesth	1½d.
711.	Corunna	2d.
712.	Mogador	2d
713.	Cadiz	½d.

No. 714.

Reference to previous Report, Annual Series No. 350.

SPAIN.

CADIZ.

Consul Henderson to the Marquis of Salisbury.

My Lord, *Cadiz, April* 19, 1890.

I HAVE the honour to transmit herewith to your Lordship a Report on the Trade and Commerce, &c., of this Consular district for the year 1889. I regret that it has been impossible for me to obtain from the proper official sources any reliable statistics of the exports or imports of the Port of Cadiz, and that from several of the Vice-Consular districts no reports have till now been obtainable.

I have, &c.
(Signed) P. HENDERSON.

Report on the Trade and Commerce of Cadiz for the Year 1889.

Introductory.

During the last decade the trade and commerce of Cadiz have been steadily decreasing, and it is evident that unless some steps are taken forthwith to arrest this downward progress the importance of Cadiz as a commercial centre and entrepôt will soon disappear. Various reasons are assigned for this decadence and diminution of trade, but I think there can be no doubt that the trade of this once flourishing commercial city, which can alone exist by commerce, has been gradually diverted into other channels where greater facilities exist or have been created for it, and that the pleasure-loving Andalucians have made no serious efforts to maintain the commercial pre-eminence of their capital by the construction of docks similar to those at Barcelona, or by other public works of equal utility and importance. Two causes which must in the near future also militate against the prosperity of Cadiz are the completion of the Bobadilla-Algeciras Railway, and the construction of docks at Gibraltar. The first must inevitably divert a considerable portion of the Cadiz trade to Gibraltar, and the construction of the Gibraltar docks must largely withdraw trade from this port. I am, however, inclined to believe that, if, instead of calmly looking on and bewailing this state of things with almost Oriental complacency and resignation,

energetic measures were taken and persevered in to improve the through railway communication, as well as a better service of trains on the branch lines in this part of Andalucia, and by the construction of proper docks and quays alongside which large ocean steamers could load and unload with despatch during all states of the weather and tide, a great stimulus would be given to the languishing trade of this once queen of the Iberian Peninsular.

Geographical position of Cadiz.

Geographically, Cadiz probably occupies the most advantageous and admirable site, and is the finest port in Southern Europe, with a magnificent bay in which the largest ironclads can anchor in safety at any time; and I have been given to understand that the directors of several large English steamship lines are willing to make this the port of call for their steamers instead of Lisbon, provided adequate dock accommodation be provided, and an accelerated service of through express trains organised by the Andalucian Railway Company by which Cadiz would be brought within the same time of London as Lisbon. Although Cadiz is one of the oldest towns in Europe it looks extremely clean, the houses are well built, and the owners are constantly painting and whitewashing them; but its appearance greatly belies it, and it is probably one of the most unhealthy cities in the world.

Sanitary condition.

Taking the statistics for the last eleven years the death rate shows no less a proportion than 44·60 per 1,000, whereas London is 18·7: Berlin, 20·4; Paris, 22·5; Vienna, 25; Calcutta, 25·7; and Bombay, 28·3. It is scarcely credible that Cadiz, encircled by the sea—in fact, an island connected with the mainland by a sort of causeway seven miles long, and compared by the natives to a "taza de plata," or silver dish—should be so unhealthy, and its hygienic conditions should be so unfavourable.

Vitality returns.

The following are the official statistics of births and deaths since 1878:—

Date.	Births.	Deaths.	Difference.
1878	1,888	2,730	842
1879	1,821	2,459	638
1880	1,930	2,607	677
1881	1,858	2,519	661
1882	1,818	2,621	803
1883	1,890	2,816	926
1884	1,986	2,321	385
1885	1,800	3,082	1,282
1886	1,904	2,717	813
1887	1,865	2,564	699
1888	1,776	2,829	1,054
Total	20,486	29,265	8,780

Examining in detail these frightful statistics, and taking for instance those of 1888, we find that of 2,829 deaths 913, or 323 per 1,000, were from diphtheria, typhus fever, and diseases of this

class. Taking the official statistics of the last 10 years as the basis of calculation, we find that in 10 of the most healthy streets the annual proportion of mortality was 19 per 1,000, taking other 10 streets it rises to 41 per 1,000, and so on this frightful record increases till in the Calle San Fernando it reaches the maximum of 115 per 1,000. In Calle Campillo de los Coches it is 111 per 1,000, in Calle Correo also 111 per 1,000, in Campo de Santa Elena 102 per 1,000, Calle Valenzerla 100 per 1,000, and so on it decreases. There can be no doubt that this excessive mortality is owing to the want of an adequate supply of water, and the entire absence of a proper system of drainage. The supply of drinking water is limited, and costs 3*s.* 10*d.* per 1,000 gallons. There is no water whatever to flush the sewers, such as they are, and in summer the effluvium in the streets is often so offensive that people are forced to seek relief in the purer air of the neighbouring villages. A project is on the tapis for the construction of a proper system of sewerage on the most approved modern plans with a sufficient supply of salt water, pumped up by steam engines, to regularly flush the sewers, and it is to be hoped that it will be adopted, and the work executed with as little delay as possible.

Shipping.

323 British ships, of a tonnage of 126,177, entered the port of Cadiz during the past year, as against 303 of a tonnage of 100,613 in 1888. The greater number of these ships were small Canadian sailing vessels entering in ballast and clearing with salt for Newfoundland. The steamers mostly belonged to Hall's weekly line for London calling, homeward bound, at Cadiz to ship wine. A few were from northern ports, also for wine, and the remainder brought coal for the Spanish Transatlantic Company, and cleared for Huelva to load mineral from the Rio Tinto and other mines. The principal articles of commerce of the expiring trade of Cadiz are wine, salt, alcohol, and coal. The export of wine last year amounted to 58,673 butts, of an estimated value of 1,173,460*l.*; but I must defer my own report on the production of sherry till I have more knowledge of the country and language. I am indebted to Mr. Vice-Consul Davies of Jerez for the following report on the vintage of 1889. The favourable prognostications as to the result of the 1889 Jerez vintage, previous to the gathering of the grapes, were unfortunately not verified, owing to the wet weather which set in very soon after the commencement of the vintage operations. The fine weather which had prevailed for some months previous to September had brought the grapes to a state of perfect ripeness (dispelling at the same time the much dreaded mildew), but the effect of the rain on the mature fruit caused it rapidly to rot, the result being that the "mosto," or young wine, has proved of very inferior quality, the greatest portion of the yield having been sent to the still and converted into either cognac or the stronger wine spirit. The remarks also apply generally to the crops of the neighbouring districts of San Lucar and Port St. Mary's. The quantity of "mosto" produced in this district may be estimated at about

Viticulture.

3,600,000 gallons, or 900,000 gallons less than in 1888. This deficiency, combined with the poor quality, has caused a decided rise in the value of the cheaper descriptions of sherry, the stocks of which have been greatly reduced of late, not only by the large exportation to France, but also by the comparatively new cognac industry which has now assumed large proportions, and consequently relieves the market of a considerable quantity of the produce of each vintage. Whilst on this subject it may be mentioned that this pure Spanish grape cognac has met with general acceptation in the markets of Europe, owing to its wholesomeness, genuineness and fine flavour, and there is no doubt that it competes most successfully against other cognacs of doubtful origin and composition. Portable stills are being distributed amongst the vineyards of this district by an influential and wealthy company recently formed, and an increased amount of capital is yearly being invested in this new branch of Jerez commerce. The Jerez shipments during the past year have amounted to about 3,700,000 gallons, or about the same quantity as in 1888.

No official statistics are available here showing the various destinations of these wines. Trade with South America seems to have developed considerably. France still takes the largest quantity of young wines from this market, and England the greater proportion of medium and fine wines. The shilling duty wines appear to meet with slightly-increased acceptation in the English markets; but the quantity shipped is still very much below the figure which it was anticipated the new tariff would lead up to.

Salt. The export of salt from Cadiz in 1889 amounted to 139,548 lasts or 296,539 tons, of a value of 148,269*l.* The salt was exported exclusively to the River Plate and North American ports.

Seville. There has also been a great falling-off in the trade of Seville during 1889. The Vice-Consul reports that the value of the exports has decreased by the large sum of 335,085*l.*, and the trade with Great Britain is the one that has suffered most, as it shows a falling-off of 218,508*l.* In analysing this decrease it will be found that it is mostly caused by trade from various causes being diverted to different ports, and not a general falling-off of the trade between the two countries.

Metals. Lead has decreased some 44,000*l.*; this is doubtless partly caused by low prices in England, but more so by the trade being diverted to Malaga and Alicante. Quicksilver shows the large decrease of 156,000*l.*, which has all been diverted to Huelva on account of a question of freight, as the Spanish line of steamers between Seville and London lost the transport from asking a higher rate of freight. Copper precipitate has fallen 39,000*l.* in value. The shipments in 1888 were exceptionally large, and naturally diminished immediately the Copper Ring failed and the price of copper fell. Olive oil, on the other hand, shows an increase of over 29,000*l.* to Great Britain. The 1888 crop was a large one, and prices consequently low. The Admiralty bought a large quantity in Cordoba in 1889, which was shipped from the port of Seville. Turning to the imports it

will be seen that the total value in 1889 was 1,074,537*l.* against 1,256,204*l.* in 1888, or say a decrease of 181,667*l.* The imports from Great Britain, however, have increased by some 27,000*l.*; while from France they have decreased 21,000*l.*, from other European countries 118,000*l.*, and from other countries 70,000*l.* Nearly 100,000*l.* of the total decrease is accounted for in petroleum and spirits alone. The import of both of these articles was on a very large scale during the first six months of 1888 in anticipation of the increased customs and octroi duties that came into force in July, 1888. The importation of German spirit is now carried on Spirits. on a comparatively small scale—thus, against 3,879 tons in 1888 there were only 560 tons in 1889. There has been much less timber imported, especially in the form of sleepers. The import of sugar is now almost nil, the market being supplied by beet- Sugar. root sugar from Granada and cane sugar from Malaga. As the volume of both exports and imports has decreased, it is only natural that the total number and tonnage of the vessels visiting Seville should also decrease. This is carried out by the annexed returns which show that, in 1889, 1,267 vessels with 300,004 tons entered, against 1,347 with 369,418 tons in 1888. As regards Shipping. British vessels only 95 with 64,303 tons have entered, against 113 with 77,155 tons in 1888, and about the same proportion, viz., some 58 per cent., have cleared out in ballast. The improving of the river is being carried on slowly but steadily. Six movable steam-cranes have been fixed up on the quay, three capable of raising 10 and three 5 tons. There are evident signs of an approaching impetus in the mining industry of this province and district. The iron mines in the Sierra Morena, about 50 miles north of Seville, are attracting a deal of attention, and there are strong reasons to believe that the important group of mines, as well as the iron foundry belonging to the Pedroso Company, will soon be bought up by British capital. The greatest difficulty is the capital required to make a narrow gauge railway to a point on the Guadalquiver below Seville, and wharfs to enable the shipment of at least 1,000 tons daily. Other iron mines in the same district have already been sold, and the holders of further denounces are in treaty for their sale.

Some rich copper mines in Peñaflor have also been bought Mining. lately by British capital, and other denounces in the same district are for sale. All this goes to show that there is every prospect of the export trade of Seville being very largely increased before long. As the subject of leprosy and hospitals for lepers is attracting Leprosy. great attention at present, it might not be amiss to say something about the Hospital de San Lazaro, which has been in existence at Seville for over 600 years. Leprosy first appeared in Spain at the same time as in Italy, viz., in the year 60 B.C. In the year A.D. 923, Truela, third son of King Alonso el Grande, died of it. The first leprosy hospital in Spain was founded in Palencia in the year 1067 by Riu Diaz de Vival during the reign of Sancho II. The Hospital of San Lazaro was founded by Ferninard III. (Saint Ferdinand) when he took Seville from the Moors in 1248, and

was completed by his son Alonso el Sabio. It was built on the site of a Moorish castle belonging to two famous Moors called Gasinio, and is situated about a mile to the north of Seville. The hospital was under the direct patronage of the two kings already mentioned, and their successors continued to take the same interest in it, each and all granting it from time to time various privileges, exemptions from taxation, &c. It reached the height of its glory in the reign of Ferdinand and Isabella. The post of administrator, or "Mainpastor," of the hospital was then an important and lucrative one, and sought for by the greatest nobles in the land. The estates of patients were administered and inherited by the hospital with the exception of a small portion they were allowed to will away.

King Ferdinand issued a decree in Valladolid on August 8, 1478, confirming the decrees of previous kings: "That everybody without distinction, residing within the Archbishopric of Seville and Bishopric of Cadiz, denounced and declared lepers must go to the Hospital de San Lazaro Seville." This decree was carried out with great rigour, as is proved by the fact that the Bishops of Guadix and Baza, and other nobles, were then patients in the hospital and died there. This rigour seems to have been relaxed in the next century, as in the year 1508, Pedro Cabrera was allowed on paying 350 ducados to remain in his own house. Since the reign of Alfonso X. till last century, it was the custom for four patients to visit Seville daily, begging on horseback, and as lepers were not allowed to speak to ordinary beings, they attracted attention by means of wooden boards. There is no proof as to how many patients the hospital held, but as it owned over six orchards, one of which is now the Roman Catholic cemetery of Seville, it is supposed they had several out-door patients on the property. Last century the hospital began to lose its importance, most of its privileges being taken away, and the prerogatives of the office bearers being greatly diminished. It fell to a very low ebb a little before the year 1840. About that time the Government, under the Duke de la Victoria, abolished the office of administrator or "Mainpastor," and as the building was in a state of ruins, funds had to be raised for repairing it by mortgaging a large part of the property. In 1854 the royal patronage was abolished, and the hospital put under the charge of the Diputacion Provincial. The edifice was then in a deplorable state of ruin, and the number of patients reduced to 29, living in small, damp, and badly-ventilated rooms. On the other hand, they had complete liberty to go where they pleased, instead of being confined, as formerly, almost entirely to the property belonging to the hospital. In 1864 nearly 1,500*l.* were spent in repairing the hospital, and since then private individuals have spent money on its improvement, so that it is now in a more flourishing condition than it was 50 years ago. The patients are looked after by the sisters of San Vicente de Paul. The average number of patients at the present time is 30 to 36, of whom 14 to 16 come from the province of Cordoba, Huelva, and Cadiz. Over 86 patients can be housed.

From San Lucar the Vice-Consul reports that, during the year 1889, 502 vessels entered that port of a tonnage of 217,520 tons, of which 101 were British, of a tonnage of 42,079. The principal articles imported and exported through the custom-house at Bonanza during the past year were:— San Lucar.

IMPORTS.

	Tons.
Coals	1,642
Sulphur	264
Barley	371
Machinery	31
Vegetables	30
Flour	19
Indian Corn	116
Empty casks	1,092

EXPORTS.

	Litres.
Wine, to France	6,354,222
„ England	229,839
„ Belgium	2,000

	Tons
Salt	890
Wine lees	184
Empty cases	1,088
Bones	22
Oranges	11

The produce of the San Lucar salt pits amounted to 1,974 lasts. The vintage was inferior both in quality and quantity, as compared with that of the preceding year. This difference was caused by the heavy rains that fell, while a large portion of the grapes was gathered. The wet fruit was totally destroyed, and became unfit for making wine. The total quantity of wine produced was about 12,000 butts in San Lucar, 4,500 in Chipiona, and about 1,500 in Trebujena.

From Huelva, Vice-Consul Diaz reports as follows:— Huelva.

639 British vessels visited this port during the past year, bringing articles of British production, mostly coal and coke, and carrying back ore, precipitate of copper, and other cargoes from the rich mines of this province. French shipping has had a great impulse, owing to the demand for Huelva wine in France, French vessels doing the greater part of this trade. Italian and Scandinavian vessels also took wine to France and Germany, and some of the latter sail for Setubal for salt, or take mineral cargoes for England. Pig iron has reached a high figure in 1889, the mining companies having imported 83,000 tons of this article. Excepting the Rio Tinto Company, which, on account of its contracts, imports all stores from England, the other companies supply themselves with pig iron from Bilbao, where the price is much cheaper than in any other place. Cement of British origin has also been consumed in larger quantities than in any previous year, 3,200 tons having been imported in 1889, against 2,490 tons in 1888. This article is sold here at a good price, being generally accepted in this province.

Agricultural machinery and implements are rising to a greater figure every year, agriculturists beginning to prefer them to the bulky tools heretofore in use. Their acceptance is general, and, during the past year, a great number of articles have been sold to farmers in this town and province, who speak highly in their favour. Alcohol of German manufacture has, for several years, been largely used by wine growers to strengthen wine for the French market; but now it has fallen down to a large decrease, on account of the French customs regulations on wines fortified with German alcohol, and also by the wine growers suffering great losses by the wine getting sour and useless for the market, spoiled by the alcohol. An increase is noticed in the exportation of precipitate of copper this year as in 1888. On the contrary, copper ore shows a decrease over previous years. 338,538 hectares of white wine have been exported in 1889 chiefly to France, and a smaller quantity to Germany. To provide for this quantity of wine, wine growers have been obliged to sell out wine several years old, although at nearly the same rate as the one year old wine, viz., 15*s.* per hectolitre.

RETURN of Principal Articles of Export from the Port of Huelva for the Years 1889–88.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Copper ore	601,316	1,202,632	798,299	1,131,673
Precipitate of copper ..	39,982	1,759,208	38,952	1,558,120
Iron ore	..	..	40,278	16,111
Bar lead	1,680	16,800	1,244	12,440
White wine (hectares)	338,538	2,031,228	27,771	166,629
Regulus..	7,424	334,080	4,362	196,290
Manganese	3,120	6,240	2,385	4,770
Mercury	686	2,058	778	2,336
Cork	230	460	125	252
Fruits	110	869	81	632

RETURN of Principal Articles Imported into Huelva for the Years 1889–88.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Melted iron	3,968	281,728	4,416	35,328
Pig iron..	83,000	207,500	72,650	181,625
Forged iron	3,110	21,770	2,340	16,380
Cement	3,200	6,400	2,490	5,602
Coal and coke	87,608	1,006,992	99,997	1,123,542
Machinery	822	40,278	737	36,850
Alcohol	530	24,910	786	33,316
Waggons	42	840	81	1,620
Fire clay	1,460	4,380	2,604	7,812
Liquors (hectolitres)	540	16,740	468	6,417
Glass	215	860	132	540
Codfish	122	6,710	138	7,590

RETURN of all Shipping at the Port of Huelva for the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	12	2,117	627	507,461	639	509,578
Spanish	729	18,225	245	145,212	974	163,437
French	30	6,000	22	88,000	52	94,000
German	15	4,500	13	6,500	28	11,000
Scandinavian ...	7	1,525	28	15,937	35	17,462
Italian	5	792	...	...	5	792
Belgian	...	...	1	680	1	680
Dutch	2	827	...	...	2	827
United States ...	1	300	...	...	1	300
Portuguese... ...	42	12,600	...	...	42	12,600
Russian	3	800	...	...	3	800
Danish	3	945	...	...	3	945
Total	849	48,631	936	763,790	1,785	812,421

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	12	2,117	620	502,171	632	504,288
Spanish	722	17,620	243	144,362	965	161,982
French	30	6,000	22	88,000	52	94,000
German	15	4,500	13	6,500	28	11,000
Scandinavian ...	7	1,525	28	15,937	35	17,462
Italian	5	792	...	...	5	792
Belgian	...	...	1	680	1	680
Dutch	2	827	...	...	2	827
United States ...	1	300	...	...	1	300
Portuguese ...	42	12,600	...	...	42	12,600
Russian	3	800	...	...	3	800
Danish	3	945	...	...	3	945
Total	842	48,026	927	757,650	1,769	805,676

TABLE of Estimated Value of all Articles Exported from Seville and Imported to Seville to and from Foreign Countries during the Years 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain	389,885	608,393	457,809	430,518
France	177,863	214,194	282,539	303,374
Other European countries ..	99,375	119,373	293,949	412,110
Other countries	41,765	102,013	40,240	110,202
Total	708,888	1,043,973	1,074,537	1,256,204

RETURN of Principal Articles of Export from Seville during the Years 1889–88.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Copper pyrites	12,170	24,340	13,270	26,540
„ precipitate	1,492	52,220	2,280	91,200
Lead ore	4,685	65,590	4,724	66,136
Lead	11,712	163,968	18,444	253,216
Corkwood	449	17,960	1,078	43,120
Corks	166	13,280	162	12,960
Oranges	10,024	80,192	11,341	90,728
Olives	769	61,520	1,231	98,480
Olive oil	1,450	50,750	494	17,290
Wine	9,797	101,770	8,821	92,630
Quicksilver	200	40,000	1,307	196,050
Other articles	2,910	37,298	2,567	50,623
Total	55,824	708,888	..	1,043,973

RETURN of Principal Articles of Import to Seville during the Years 1889–88.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Petroleum and oil	4,832	48,320	9,530	95,300
Wrought iron and steel	3,325	39,900	5,129	61,548
Spirits	567	8,680	3,884	58,385
Fish	1,421	28,420	1,263	25,260
Coal	57,411	57,411	53,660	53,660
Glass	449	17,960	421	16,840
Drugs and chemicals	9,914	318,450	11,116	359,020
Timber	14,220	142,200	23,125	231,250
Machinery	1,203	48,120	1,480	59,200
Yarn	515	30,900	647	38,820
Tinplate	988	27,664	757	22,710
Furniture	162	16,200	198	19,800
Haberdashery	359	28,720	304	24,320
Linen, cotton, and woollen manufactures	535	107,000	447	89,400
Iron steamship	1,007	14,000	..	..
Other articles	12,715	140,592	13,053	100,691
Total	109,623	1,074,537	125,014	1,256,204

RETURN of all Shipping at the Port of Seville in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	16	2,290	79	62,013	95	64,303
Spanish	675	17,414	384	183,479	1,059	200,893
Russian	26	7,988	...	...	26	7,988
Italian	20	7,345	1	276	21	7,621
Norwegian	12	3,515	13	3,546	25	7,061
Swedish	18	4,981	...	...	18	4,981
French	3	428	7	2,764	10	3,192
Other countries ...	7	1,168	6	2,797	13	3,965
Total	777	45,129	490	254,875	1,267	300,004
„ for the year preceding	806	44,708	541	324,710	1,347	369,418

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	17	2,402	81	62,935	98	65,339
Spanish	678	17,549	383	183,401	1,061	200,950
Russian	28	8,572	...	...	28	8,572
Italian	19	7,201	1	276	20	7,477
Norwegian	11	3,238	13	3,546	24	6,784
Swedish	15	4,267	...	...	15	4,267
French	3	428	7	2,764	10	3,192
Other countries ...	7	1,168	6	2,797	13	3,965
Total	778	44,827	491	255,719	1,269	300,546
„ for the year preceding ...	804	45,567	533	322,194	1,337	367,761

RETURN of British Shipping at the Port of Cadiz in the Year 1889.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total. Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
88	47	135	30,579	6,421	37,000	1,401	£ Unknown	159	7	166	35,536	2,225	37,761	1,646	£ Unknown.

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Total Number of Crews.	Total Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Portugal ...	2	44	46	663	10,429	11,092	427	Unknown.	Portugal ...	60	3	63	47,986	1,121	49,107	1,447	Unknown.
Spain	62	52	114	55,778	12,800	68,578	1,938		Brazil	36	...	36	5,137	...	5,137	229	
U.S. of America	4	...	4	2,222	...	2,222	48		Sweden	1	...	1	832	...	832	19	
Italy	1	2	3	110	282	392	11		Morocco ...	2	3	5	113	408	521	32	
Brazil	...	6	6	...	2,956	2,956	63		Germany ...	1	...	1	1,024	...	1,024	23	
France	2	6	8	1,941	1,063	3,004	43		U.S. of America	2	...	2	1,858	...	1,858	26	
Morocco ...	...	3	3	...	217	217	21		France	6	...	6	2,251	...	2,251	88	
Germany ...	1	2	3	112	223	335	17		Spain	7	23	30	3,998	27,407	31,405	521	
Norway... ...	1	...	1	381	...	381	8										
Total ...	73	115	188	61,207	27,970	89,177	2,576		Total ...	115	29	144	63,199	28,936	92,135	2,385	

(75 6 | 90—H & S 882)

Return of British Shipping at the Port of Seville in the Year 1889.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.							Cleared						
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
81	4	85	34,569	1,655	36,224	1,143	30	...	30	12,713	...	12,713	410

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.							Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Total Number of Crews.	Countries to which Departed.	Number of Vessels.			Tonnage.			Total Number of Crews.
	With Cargoes.	In Ballast	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Spain	...	2	2	...	1.210	1,210	34	Spain	...	37	37	...	16,179	16,179	483
Russia	5	...	5	2,561	...	2,561	72	France	11	...	11	4,506	...	4,506	165
Sweden	2	...	2	1,207	...	1,207	33	Portugal	...	9	9	...	4,921	4,921	138
Morocco	1	...	1	17	...	17	4	Morocco	...	11	11	...	3,581	3,581	119
Total	8	2	10	3,785	1,210	4,995	143	Total	11	57	68	4,506	24,681	29,187	905

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1890.

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SPAIN.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF BILBAO.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 612.

Presented to both Houses of Parliament by Command of Her Majesty, JUNE, 1890.

LONDON:
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BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

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SPAIN.

BILBAO.

Consul Young to the Marquis of Salisbury.

My Lord, *Bilbao, April* 29, 1890.

I HAVE the honour to transmit to your Lordship my Annual Commercial Report on this Consular District for the year 1889. The points in this Report to which I beg to draw special attention are:—1. Importance of British navigation represented by 2,013 vessels of 2,220,545 tons register, an amount vastly beyond the total annual tonnage of British shipping at any other foreign port in Europe, with perhaps the exception of Antwerp. 2. The numerous railway works and other commercial undertakings now in course of development, and offering a field for British enterprise. 3. The continued activity in the iron-ore trade, as shown by the fact that 2,770,125 tons of ore were exported last year to Great Britain alone.

I have &c.
Signed HORACE YOUNG

Report on the Trade and Commerce of Bilbao for the Year 1889.

British shipping.

The number of British ships that entered the port of Bilbao during the year 1889 was larger than in the preceding year; the following is a comparative table of the British ships entered and cleared during the last five years:—

ENTERED.

Year.	Number of Vessels.	Tons.	Crew.
1885	1,695	1,761,541	28,515
1886	1,709	1,882,430	28,625
1887	2,299	2,556,942	39,053
1888	1,870	2,014,517	31,279
1889	2,013	2,220,545	34,170

CLEARED.

Year.	Number of Vessels.	Tons.	Crew.
1885	1,695	1,759,092	28,491
1886	1,708	1,892,704	28,618
1887	2,301	2,557,424	39,074
1888	1,871	2,012,015	31,311
1889	2,005	2,209,430	34,014

Entered.

The proportion between vessels entering with cargoes and those in ballast has been almost the same as the preceding year, viz., 17½ per cent. entered with cargoes, of which 15·65 per cent. came from England, and 1·85 per cent. from other countries.

British vessels arriving in ballast in 1889 range in the following gradation:—From France, United Kingdom, Gibraltar, Portugal, Spain, Holland, Italy, Belgium, and Germany.

With the exception of eight, all British vessels sailed with cargoes, 90 per cent. of which went direct to England.

General shipping.

The following is the general shipping at this port for the year 1889:—

Nationality.	Number of Vessels.	Tons.	Crew.	Passengers.
Spanish	1,497	460,264	17,582	2,170
British	2,013	2,220,545	34,170	537
French	324	191,796	5,221	105
German	118	82,697	2,045	46
Dutch	71	59,945	1,314	17
Belgian	49	39,547	907	4
Norwegian	61	20,833	739	21
Swedish	4	2,313	56	..
Danish	15	1,473	87	..
United States of America	1	589	9	..
Italian	4	1,718	62	..
Portuguese	2	754	22	1
Greek	1	947	19	..
Russian	1	645	17	..
Total	4,161	3,084,066	62,250	2,901

British ships continue to represent two-thirds of the total tonnage annually entering this port.

TRADE.

The following are the principal articles imported into Bilbao during the year 1889 :— Imports.

COAL AND COKE.

	Coal.	Coke.	Total.
	Tons.	Tons.	Tons.
From the United Kingdom	247,169	182,402	429,571
„ Belgium	200	..	200
„ France	47	..	47
„ Spain	36,000	..	36,000
Total	283,416	182,402	456,818

The production of coke in Bilbao (Vizcaya Works) during the year 1889 has been 51,676 tons.

It is stated that the San Francisco Works also intend to construct coke-ovens.

TIMBER.

	1887.	1888.	1889.
	Cubic Metres.	Cubic Metres.	Cubic Metres.
From Sweden.. ..	45,920	41,974	47,695
„ Norway.. ..	4,807	2,381	2,218
„ Finland ..	7,976	3,830	2,106
„ North America	3,409	2,736	6,258
Total ..	62,112	50,921	60,794

CODFISH.

	1888.	1889.
	Tons.	Tons.
From Norway and Faröe..	6,791	7,662
„ Iceland	1,379	1,195
„ Scotland	694	776
„ Germany	9	2
„ France	1,104	634
Total	9,977	10,269

PETROLEUM.

	1888.	1889.
	Tons.	Tons.
From Philadelphia	1,813	1,603
„ New York	5,280	5,169
		6,772
„ Santander (Spain) after refinement	..	597
Total	7,093	7,369

COLONIALS.

Articles.		Quantity.
		Kilos.
Cinnamon	Viâ London and Liverpool	38,081
Cocoa	From Caracas and Pointe à Pitre	771,626
Coffee	„ Spanish colonies	202,502
Pepper	Viâ London	40,487
Sugar ..	From Spanish colonies .. 2,129,046 „ different places 1,325,262	3,454,308
Tea	Viâ Holland, etc.	15,444

GRAINS.

Articles.		Quantity.
		Kilos.
Barley	Viâ Marseilles	7,910
Bran	„ coastwise chiefly	350,066
Beans	From Italy, Morocco, chiefly	4,408,594
Flour	„ Antwerp „	336,111
Corn	„ Ibraila „	1,119,143
Maize	„ Morocco	927,591
Peas { alubias ..	„ France and coastwise .. 1,297,322	4,878,773
Peas { garbanzos ..	„ Morocco 3,581,451	
Rice	„ Germany, Holland, and coastwise ..	1,888,696

SUNDRY GOODS.

Articles.		Quantity.
		Kilos.
Skins	Viâ Bordeaux and Hamburg, and direct Buenos Ayres, No. 18,227	198,825
Pork	Viâ Liverpool and Antwerp	1,626,962
Lard	„ „	372,912
Salted meat ..	„ Bordeaux	115,000
Cheese	From Holland, Belgium, France and England	229,615
Starch	From Belgium, Germany, England and Holland	228,374
Printing paper ..	From Germany and Belgium	193,138

COASTWISE TRADE.*

Articles.		Quantity.
		Kilos.
Salted sardines ..	Spanish	251,791
Claret	Chiefly from Seville and Alicante	1,220,097
Olive oil	„ „ „	1,297,723
Figs, dried	„ „ Cadiz	228,890
Raisins „ ..	„ „ Malaga	12.728
Tallow candles ..	„ „ San Sebastian	66,774
Common salt ..	„ „ Cadiz	2,314,475

* A considerable quantity of railway and industrial plant and machinery has been imported during the year 1889 (chiefly from England), the amount of which cannot be given from want of statistical data.

Exports.

Iron ore continues to be the principal export from Bilbao. The exportation increased in 1889 as may be seen by the following tables :—

1889.

	Tons.
To United Kingdom	2,770,125
Holland*	640,261
Belgium	93,010
France	378,347
Italy	121
United States of America	3,748
Coastwise	15,899
Total	3,901,511

* 85 to 90 per cent. of the ore exported to Holland was for German consumption.

In addition to the above exportation 409,844 tons of iron ore were shipped outside the port of Bilbao, but proceeding from the same mining district.

The ports in the United Kingdom that imported the larger quantities of iron ore are the following:—Middlesbrough, Cardiff, Glasgow, Newport, Newcastle, Stockton, West Hartlepool, Swansea, Sunderland, &c.

The total exportation of iron ore for the last five years has been, viz. :—

	Tons.
1885	3,295,982
1886	3,160,047
1887	4,427,502
1888	3,952,169
1889	4,311,355

Pig-iron.

The production of pig-iron during the year 1889 may be considered to have been about the same as in the previous year, but the exportation to foreign countries has decreased owing to less demand from Italy. The exportation has been as follows :—

Works.	To Italy.	To Germany.	To Holland.	To Belgium.	To England.	To France.	To Portugal.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Altos Hornos ...	12,432	3,200	...	...	2	30	...	15,664
San Francisco ...	10,867	3,541	505	...	2	2,530	...	17,445
Vizcaya	31,553	...	1,800	6,597	...	237	221	40,408
Minor works ...	...	...	...	6	1	...	...	7
Total	54,852	6,741	2,305	6,603	5	2,797	221	73,524

The exportation of pig-iron in 1889 for Spanish consumption has been:—

	Tons.
Coastwise	44,038
By railway	2,880
Total	46,918

The following is the exportation of pig-iron from Bilbao during the last four years:—

	Tons.
1886	42,206
1887	117,574
1888	135,108
1889	120,442

Other articles of exportation from Bilbao in 1889 were almost limited to wine, wool, and flour.

Wine was exported to England, Denmark, Germany, France, &c.	440,000 gallons
Wool (uncombed) was exported to England, France, Denmark, Norway, Germany, and Holland	1,589½ tons
Flour was exported coastwise	7,592 „

Customs duties.

The total amount of duties collected by the customs during the year 1889 was 422,540*l.*

Port duties.

The amount of duties collected for the port and river improvements was 75,095*l.*

General Remarks.

The population of the Province of Biscay has, on the whole, increased 20 per cent. during the period of 10 years, but that of Bilbao and mining and industrial districts has become almost double what it was 10 years ago.

The present population of Bilbao is 53,000 inhabitants.

The construction of dwelling-houses during that period has been very active in the working districts, as well as in the town itself. In the latter, 159 new store-houses were built during the last 3 years, and 181 were rebuilt, making a total of 240 houses, averaging 5 floors each. On account of this, land property has increased enormously in value, and has become a matter of important speculation, being freely sold in the most favoured districts at from 10*s.* to 1*l.* the square foot.

It is very difficult to point out what articles of commerce would be most in demand for a profitable market in this district; but as capital is abundant, and the present tendency of local capitalists is to implant industrial centres in the country, it may be safely stated that judicious projects of any kind would meet with ready support and aid, if undertaken by responsible and intelligent persons.

The construction of broad and narrow gauge railways continues for the purpose of putting Bilbao in direct communication with all places from which it is expected traffic would result. Among those worth mentioning is an important narrow gauge line now in course of construction between Bilbao and the Provinces of Asturias, for the purpose of transporting coal to Bilbao from the mining districts of Asturias and Palencia. The length of this railway would exceed 200 kiloms. (110 miles), and its cost is estimated at 640,000*l*. It is apprehended it would convey from 200,000 tons to 400,000 tons of coal for the annual requirements of Bilbao.

Other industries are also in course of development in the province, such as paper, chemical, and arms manufactures.

The works for the new exterior port, designed and under construction by the eminent and indefatigable engineer-in-chief, Señor Churruca, are proceeding satisfactorily; and it is confidently stated that within eight years the breakwater will be sufficiently advanced to enable vessels to take advantage of its shelter, although its completion will probably not be effected for ten. In the meantime the magnificent new pier, extending half a mile from the signal tower at the extremity of the old quay, together with the new works frequently described in former reports, have had the result of deepening the channel over the bar, and although the passage is narrow, not exceeding at high water 30 metres (98 feet) between the pier and north-east bank, vessels drawing 20½ feet can safely cross the bar at spring tides in fine weather. It cannot, however, be too much impressed on shipmasters, especially those in command of vessels of doubtful steering qualities, that the undercurrent setting in from south-west to north-east is very strong, and the assistance of a tug boat when leaving port is indispensable for the purpose of minimising the risk of deviation in the narrow channel.

SANTANDER.

The following is the report of Mr. Vice-Consul March:—

RETURN of all Shipping at the Port of Santander in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Great Britain ...	3	1,560	129	76,082	132	77,642
Spain	5	145	201	276,008	206	276,153
France	3	273	69	146,647	72	146,920
Belgium	...	...	19	18,811	19	18,811
Norway	21	6,053	32	10,610	53	16,663
Germany	...	...	29	12,510	29	12,510
Austria	1	351	2	1,493	3	1,844
United States ...	1	1,313	...	...	1	1,313
Russia	2	942	...	...	2	942
Italy...	2	289	1	137	3	426
Total	38	10,926	482	542,298	520	553,224
„ for the year preceding ...	...	...	...	...	560	522,059

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Great Britain ...	3	1,560	129	76,082	132	77,642
Spain	6	204	227	309,691	233	309,895
France	3	273	69	146,647	72	146,920
Belgium	...	...	19	18,811	19	18,811
Norway	21	6,053	32	10,610	53	16,663
Germany	...	...	29	12,510	29	12,510
Austria	1	351	2	1,493	3	1,844
United States ...	1	1,313	...	...	1	1,313
Russia	2	942	...	...	2	942
Italy	2	289	1	137	3	426
Total	39	10,985	508	575,981	547	553,224
„ for the year preceding ...	...	...	...	...	552	522,929

RETURN of Principal Articles of Export from Santander during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Flour	Cwt. ...	810,000	270,000	350,000	238,000
Ore	Tons. ...	...	67,000	49,500	18,000
Wine	Gallons...	1,480,000	167,000	1,530,200	186,510
Alimentary substances	Cwt. ...	58,000	160,000	61,890	172,000
Other articles...	...	...	280,000	...	270,620
Total		...	...	...	885,130

RETURN of Principal Articles of Import to Santander in the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Stone, marble, bricks	Tons ...	1,547	2,000	416	900
Coal	,, ...	60,000	51,000	77,330	62,000
Tar, pitch, petroleum	,, ...	14,402	75,500	11,756	60,000
Glass...	Lbs. ...	869,200	20,600	729,000	19,000
Earthenware	,, ...	58,600	9,500	243,712	4,663
Iron and steel (manufactures) ...	Tons ...	11,760	103,000	12,336	101,780
Copper and its alloys	,, ...	347	24,300	124	12,900
Chemicals and vegetable oils ...	Lbs.. ...	2,805,000	53,300	2,217,670	43,784
Colours, dyes	,, ...	1,324,050	11,700	405,000	48,000
Perfumery, soap, stearine, wax	,, ...	807,020	18,000	888,000	19,400
Cotton, raw	,, ...	709,000	18,800	140,000	3,300
,, spun and wove	,, ...	256,794	41,630	342,800	81,360
Flax and hemp yarn	,, ...	1,201,652	53,840	841,000	41,300
Linen textiles	,, ...	206,500	51,410	53,720	26,370
Woollen ,, ...	,, ...	436,750	92,710	373,000	87,500
Silk tissues	,, ...	10,976	14,600	9,300	13,790
Paper, books, prints, stationery	,, ...	1,337,500	25,200	839,900	19,400
Timber	,, ...	238,500	8,620	472,000	6,370
	Cub. Met....	30,100	40,000	20,000	30,270
Furriers' wares	Lbs. ...	160,000	17,000	57,300	1,660
Tobacco	Cwt. ...	110,000	180,000	85,000	150,000
Machinery	Lbs. ...	994,000	35,000	913,000	36,300
Alimentary substances	Cwt. ...	194,500	184,240	244,160	227,500
Fancy goods, india-rubber, oil-skins	Lbs. ...	103,100	6,990	179,100	12,530
Alcohol, wine, beer	Gallons ...	166,500	16,720	279,260	23,360
Other articles	...	...	31,000	...	48,000
			1,199,466		1,182,339
From Cuba	...	...	510,000	...	651,000
,, South America	...	...	400,000	...	207,000
Total		...	2,109,466	...	2,040,337

TABLE showing the Total Value of all Articles Exported from and Imported to Santander from and to Foreign Countries in the Years 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain	22,000	18,000	434,006	416,966
United States	600	1,000	278,808	257,966
Belgium	300	..	152,298	181,306
Sweden and Norway ..	400	..	148,356	181,374
France	20,000	19,600	99,440	127,196
Germany	1,200	2,330	86,586	98,629
Total	44,500	40,930	1,199,466	1,182,337
Cuba	757,500	750,000	510,000	651,000
South America ..	96,000	94,200	400,000	207,000
Total	898,000	885,130	2,109,466	2,040,537

Remarks.

The import returns of this custom-house, through which passes a large portion of the foreign produce destined for Spain, proves that Great Britain, with a few exceptions in certain

articles, as will be seen below, maintains her long-established commercial superiority, although the activity of France, Belgium and Germany is remarkable, an observation applicable apparently to every quarter of the globe, where the rivalry of those countries is becoming more and more pronounced.

The following comparative table of the principal articles of import to Santander, in 1889, shows the relative quantities exported by the above countries during that period :—

		Great Britain.	France.	Belgium.	Germany.
Pitch	Tons ...	2,430	128	51	153
Glass	Lbs. ...	34,200	240,000	30,000	925,000
Earthenware	,, ...	357,500	25,000	157,000	47,500
Iron and steel manufactures ...	Tons ...	4,220	200	6,550	770
Copper and its alloys	,, ...	200	43	58	46
Vegetable oils	Lbs. ...	365,000	435,000	87,000	90,000
Colours, varnishes	,, ...	236,000	217,250	734,800	136,000
Chemicals, drugs	,, ...	1,460,000	63,500	97,500	207,000
Linen thread	,, ...	495,000	1,960	56,300	39,000
,, textiles	,, ...	167,500	6,350	26,150	6,000
Flax, hemp	,, ...	600,000	3,520	...	5,900
Woollen manufactures	,, ...	412,500	10,500	1,250	12,500
Silk tissues	,, ...	9,250	1,250	...	476
Paper, books, stationery	,, ...	105,000	27,500	475,000	730,000
Furriers' wares	,, ...	7,000	70,000	25,000	34,000
Animal fats	,, ...	132,000	72,500	67,500	...
Machinery	,, ...	460,000	90,000	180,000	190,000
Alimentary substances	Cwt. ...	16,100	22,000	8,500	30,000
Alcohol, wine, beer	Gallons	12,000	8,000	11,500	60,000
Fancy goods, india-rubber, oil-skins, tarpaulins...	Lbs. ...	67,500	6,250	1,600	37,780
Cotton thread	,, ...	30,572	520	5,150	2,057
,, textiles	,, ...	185,000	13,750	13,300	10,445

It will be seen by the above data that whilst Great Britain heads by a long way in earthenware, chemicals, linen thread and textiles, flax and hemp, woollen and cotton textiles, cotton thread, silk tissues, machinery and fancy goods, india-rubber articles and waterproofs, France, Belgium and Germany have a marked advantage in iron (Belgium alone in that metal), vegetable oils, paper, and furriers' wares.

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FOREIGN OFFICE.

1890.

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No. 757.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

SPAIN.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF TENERIFFE (CANARY ISLANDS).

REFERENCE TO PREVIOUS REPORT, Annual Series No. 581.

Presented to both Houses of Parliament by Command of Her Majesty, JULY, 1890.

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No. 757.

Reference to previous Report, Annual Series No. 581.

SPAIN.

TENERIFFE.

Consul Dupuis to the Marquis of Salisbury.

My Lord, *Teneriffe, May* 30, 1890.

I HAVE the honour to forward to your Lordship herewith enclosed the Annual Report on the Trade and Commerce of the Canary Islands for the year 1889.

I have, &c.

(Signed) J. HUTTON DUPUIS.

Report on the Trade and Commerce of the Canary Islands for the Year 1889.

The values of the imports of last year exceeded those of the year 1888 by some 41,125*l.*, and the exports by 20,995*l.*, giving a total commercial movement for last period of 820,093*l.*, being an increase of trade as compared with 1888 of about 62,120*l.* Value of imports and exports.

This growth in the commercial operations of these islands may, in the first place, be attributed to the importation of materials and requirements of all kinds in connection with the sanatoria and hotels which have recently sprung up in these islands, and to the great influx of strangers resorting hither either for recreation or for the benefit of their health. Imports.

In the second place, the increase in the exports is undoubtedly owing to the development and improvements in the raising of agricultural products, especially in the cultivation of potatoes and tomatoes, the latter being almost a new article of exportation. English seeds and labour having recently been introduced into the Canary Islands, the cultivation of potatoes and tomatoes, the raising of which was formerly little attended to, or understood by the natives as articles of export, now yields enormous returns. Exports. Agricultural improvement.

The cultivation of and trade in the aforesaid articles, but especially the latter, is of very recent date, and is mainly due to the superior knowledge and energy of Englishmen in agriculture; and well-trimmed fields may now be seen dotting the islands. Cause of the improvement in agriculture.

Beyond the extension of the coal trade with England, the increased arrival of tonnage, and the improvements which have recently taken place in the raising of the above-mentioned crops, there is nothing of importance to add to my last report.

Returns of shipping. Imports and exports.

The following returns (A, B, and C) show the increase in shipping, and the nature and values of the exports and imports for last year :—

A.—Return of all Shipping at the Port of Teneriffe in the Year 1889.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	6	1,229	349	549,375	355	550,604
Spanish	25	4,992	91	112,833	116	117,825
French	3	545	162	276,283	165	276,828
German	3	478	108	151,770	111	152,248
Other countries ...	16	3,176	23	28,391	39	31,567
Coasting trade ...	661	27,863	158	41,696	819	69,532
Total	714	38,283	891	1,160,348	1,605	1,198,604
„ for 1888 ...	930	47,427	717	961,706	1,647	1,009,133

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	6	1,229	349	548,857	355	550,086
Spanish	25	5,191	92	113,442	117	118,633
French	3	545	162	276,283	165	276,828
German	3	478	108	151,770	111	152,248
Other countries ...	17	3,405	20	28,326	37	31,731
Coasting trade ...	657	26,845	157	41,548	814	68,393
Total	711	37,693	888	1,160,226	1,599	1,197,919
„ for 1888 ...	923	44,962	715	959,633	1,638	1,004,595

B.—Return of the Principal Articles of Export from the Canary Islands.

Articles.		1888.		1889.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cochineal	Lbs. ...	2,439,830	97,050	2,131,064	82,923
Tobacco	„ ...	121,023	21,107	91,251	32,557
Wine and spirits	Gallons...	205,166	26,582	193,617	18,264
Sugar					
Garden produce	Lbs. ...	3,985,502	136,441	3,209,399	108,431
Other goods					
Total		...	281,180	...	302,175

RETURN of the Principal Articles of Import into the Canary Islands.

Articles	1888.		1889.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coals	56,000*	59,600*	318,000	321,750
Textile goods, all kinds Hardware Glass and chinaware Provisions and stores Other goods	Quantities not detailed in customs returns.	417,193	..	196,168
Total	..	476,793	..	517,918

C.—TABLE showing the Total Value of all Articles Exported and Imported at the Canary Islands in 1888–89.

Country.	Exports.		Imports.	
	1888.	1889.	1888.	1889.
	£	£	£	£
England and colonies	71,496	100,251	273,540	286,296
Spain	121,514	122,398	50,875	42,116
France	43,657	33,349	57,306	48,612
Germany	26,156	17,538	56,873	61,024
Other countries	18,357	28,639	38,199	79,840
Total	281,180	302,175	476,793	517,918

Vice-Consulate, Orotava.

Vice-Consul Reid reports very favourably of the commercial activity in his district for the year 1889. He states that the exportation of tomatoes and potatoes for England was made on a larger scale than hitherto. Prices for the former were so well sustained that this product will probably be cultivated and shipped for abroad in still greater quantities.

The prices for the latter dropped to such an extent that the exportation of potatoes to England will, it is feared, be abandoned unless growers lower their prices very considerably.

The influx of English visitors during last winter at Orotava had increased, and as the large new hotel will shortly be opened, it is fully expected that a still greater influx of travellers will visit this district next season.

An English church is in course of erection, and a parsonage will be added to it without delay. The attendance at the English church services had also increased last winter.

* The figures given for 1888 refer to Teneriffe alone; those given for 1889 refer to Teneriffe and Grand Canary.

Mr. Reid states that as most of the exports from this district are made viâ Santa Cruz, no statistics can be obtained. Only one English steamer touches monthly at Orotava.

The imports from England are woollen fabrics, cottons, and silk; also hardware, sugar, beer, provisions, &c.

The same goods are likewise introduced from Spain, Germany, and France, and imports from Germany are greatly on the increase.

Lanzarote.

Mr. Vice-Consul Topham reports that the trade of the island for the year 1889 was far from satisfactory, owing chiefly to the disuse of cochineal, and, consequently, low prices in European markets, especially in England; also to the failure of the crops and reduction in prices of corn and grain.

This combination of circumstances, he states, has obliged owners of the lines of steamers to cease calling at Lanzarote, as they cannot obtain return cargoes. Goods are therefore taken to Grand Canary, whence they are shipped in sailing vessels for Lanzarote.

Owing to the recent abundant rainfalls, good crops of corn, grain, and onions may be expected, the latter being principally shipped for the Spanish West Indies.

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SWEDEN.

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ON THE

TRADE OF GOTHENBURG.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 524.

Presented to both Houses of Parliament by Command of Her Majesty,
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717.	Chinkiang	½d.
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721.	Adrianople	½d.
722.	Nantes	½d.
723.	Caracas	1d.
724.	Mogador	½d.
725.	Tientsin	1d.
726.	Foochow	1d.
727.	Port au Prince	½d.
728.	Callao	1d.
729.	Puerto Plata	½d.
730.	San Francisco	1d.
731.	Philadelphia	2½d.
732.	Pakhoi	1d.
733.	Bilbao	1d.
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737.	Paramaribo	1d.
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739.	Chicago	2d.
740.	Söul	1d.
741.	Brindisi	1½d.
742.	Mozambique	1d.
743.	Caldera and Lota	1½d.
744.	Nice	1½d.
745.	Aleppo	1d.
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Reference to previous Report, Annual Series No. 524.

SWEDEN.

GOTHENBURG.

Consul Duff to the Marquis of Salisbury.

My Lord, *Gothenburg, May* 20, 1890.

I HAVE the honour to enclose herewith Annual Reports on the Trade and Commerce of this Consular District for the year 1889.

I have, &c.
(Signed) JOHN DUFF.

Commercial Report for the Year 1889.

PART 1.—CONSUL'S REPORT.

Trade generally.

The improvement in trade which took place during 1888 continued throughout 1889, with the exception of the latter part of the year, when business assumed a tendency towards stagnation. With regard to the chief staples of export, iron and wood, 1889 has been a prosperous year. The Swedish iron trade, which, during a number of years, has been very depressed, improved rapidly at advanced prices, with a brisk demand. The export of iron from Gothenburg has also increased considerably during the year.

The freight market on the other hand receded, and the remunerative rates that were obtainable during 1888 are not now to be had.

The export from Gothenburg of butter, iron, live stock, paper, wood, and wood-pulp increased during the year 1889 as compared with the preceding year, whereas grain, hides, matches, and zinc ore are below the figures of 1888.

The import to Gothenburg of coal, coke, coffee, dry fish, rye-meal, wheat, rye, maize, rails, machinery, implements, oils, salt, refined sugar, treacle, textiles, wool and yarn, was larger than during the year 1888; while, on the other hand, there was a decline in the import of bacon, cotton, cured fish, flour, barley, hides, pig-iron, rice, spiritous liquors, raw sugar and tobacco.

Exports. Butter.

The produce of butter is annually increasing, and the quality gradually improving.

Grain.

There has been no noteworthy sign of activity in the grain market during the year, and the oat trade has been particularly slack owing to the poor crop raised. The exporters of this article are beginning to look to Denmark as a market of great importance, finding as a rule that more remunerative prices are obtainable there than elsewhere.

Iron.

The depressed state of the iron market at the close of 1888 continued also during the early part of 1889, and the prices declined, although the quotations at the change of the season were so low that a further decline was considered impossible. During the previous year the opinion prevailed among iron masters that the constitution of a union would be the only possible remedy, and these views proving generally acceptable, a meeting of the leading iron masters and managers was held in the month of January for the purpose of forming an association.

At the time of this meeting the market prices were:—from 6*l.* to 6*l.* 8*s.* for rolled iron, 6*l.* to 6*l.* 5*s.* 4*d.* for hammered iron, 6*l.* 10*s.* 8*d.* to 6*l.* 16*s.* for nailrods, and 2*l.* 16*s.* for Nora pig-iron, per ton, delivered at Gothenburg. By the committee provisionally elected, the following quotations were proposed:—6*l.* 12*s.* 3*d.* for rolled iron, 7*l.* 2*s.* 3*d.* for shapes, and 7*l.* for hammered Lancashire iron, per ton, extra dimensions of the two last-mentioned articles being subject to special quotations.

On January 28, the Swedish Iron Masters' Association was constituted, and then the above-mentioned prices were approved of as minimum prices.

The effect of this resolution did not appear to operate as speedily as anticipated, but no doubt facilitated the disposal of considerable parcels on hand.

During the early part of the summer the market improved, and buyers, influenced by the encouraging prospects of the English, as well as the German market, began to extend their limits and offer advanced prices, so that at the meeting of the Iron Masters' Association at Stockholm, on August 15, it was apparent that an improvement in price of about 8*s.* 4*d.* per ton had taken place. The minimum prices were raised in proportion, and some transactions concluded, principally in rolled iron, hammered iron, and shapes for England and America.

During the months of September and October there were unmistakable signs of improvement in the English and German markets, and prices rose rapidly in these markets. On this side the prices continued firm, but there was no indication of an advance to equal that which had taken place abroad. It was not until the month of November that a sudden improvement of prices took place here, and the demand from abroad proved very brisk. The prices rose to 8*l.* 11*s.* 8*d.* for ordinary rolled iron, 9*l.* 1*s.* 1*d.* for ordinary shapes, and 8*l.* 7*s.* 3*d.* for ordinary hammered iron, per ton, at Gothenburg.

The demand for pig-iron was also very brisk, and the prices went up from 2*l.* 18*s.* 8*d.* for Nora iron, and 3*l.* 4*s.* for Värmland

iron, to nearly 4*l.* and 4*l.* 13*s.* 4*d.* respectively, per ton, at Gothenburgh.

At last, after many years of depression, iron masters were rewarded by a real improvement and comparatively remunerative prices. This was, however, attended with some disadvantages, as the unnaturally high prices which ruled for charcoal and pig-iron rendered it almost impossible, in some instances, to produce and dispose of the manufactured article to advantage, notwithstanding the high rates offered for it.

The year 1889, however, closed more prosperously, and with brighter views to the Swedish iron trade than has been recorded since the latter part of 1879, and it is a matter of surmise whether existing high prices will remain stationary during 1890. As regards hammered iron this can hardly be the case, as that article is almost entirely neglected. At the close of the year nailrods were quoted at 9*l.* 8*s.* 11*d.* per ton, at Gothenburg; in other respects the quotations of November remained in force.

Cattle. The export of highly-fattened cattle has not been very great, as only draught oxen as a rule, after being partially fattened, are sold to butchers and exporters.

It is only on the occasion of cattle shows, when the large landowners exhibit some fine specimens, that opportunity offers of exporting a few first-class animals, with a view of testing the advisability of highly fattening young animals.

This system has been successfully adopted in Denmark as well as Holland and other countries.

Cattle partially fattened from grain from the distilleries are the class of animals principally exported.

Bulls are, as a rule, of a fine quality and suitable for export.

The export of calves is gradually falling-off, owing to the steady advance in dairy operations.

Sheep. Nor are any quantity of sheep exported, which is the more remarkable since the midland counties as well as the north of Sweden have extensive pastures well adapted for sheep farming, and the shipments made have given satisfactory results.

Swine. The price of fattened swine for the bacon-curing establishments will no doubt rise considerably, the production being in no proportion to the number of these establishments that have lately been erected, besides which slaughtered swine are beginning to be exported to London as well as the north of England and Scotland.

Matches. In the match trade, which is suffering under severe competition, there were no fluctuations of any consequence until the autumn and subsequent months when the prices obtained were very satisfactory.

Wood. The timber trade has been very satisfactory during 1889. The prices prevalent in the autumn of 1888 rose very considerably at the commencement of the present year, and in consequence of the brisk demand which prevailed for sawn timber, these prices were especially obtainable for the lower qualities of redwood deals and battens and whitewood battens. On the other

hand an important reduction had to be allowed on the higher qualities of redwood and whitewood deals, for which latter article Russia, in consequence of the low rate of exchange of the rouble, was in a position to accept very low offers. This unsatisfactory state continued throughout the year.

Encouraged by the profits realised in 1888, importers willingly accepted new contracts at moderate quotations, and the supplies here were mostly disposed of within a short time. The freights, however, advanced together with other charges, and the importers met with difficulties in disposing of their new goods at the increased value. In consequence it was considered advisable not to enter into further engagements, but to await more enticing prospects, of which the freight market in some respects gave an inducement, as steamboat rates during May and June declined considerably, but shortly assumed the original figures. These counteracting influences lasted till towards the close of the year.

Hopes are entertained that the winter, which has been unsuitable for forest operations, will considerably limit the production, and thereby contribute to the keeping up of prices.

Wood-pulp.

The wood-pulp trade is at present by no means in a healthy state, and the future is seriously endangered by over-production and consequent severe competition. The very favourable position this trade originally held gave rise to over-production and decline of prices. This is, however, principally applicable to mechanical-made wood-pulp. The price of chemical wood-pulp is still in favour of makers, and the mills that produce this article are well employed.

The following table of the quantity of wood-pulp exported from Gothenburg during the last six years will show the sudden increase in the production of this article:—

	Tons.
1884	8,820
1885	13,011
1886	21,270
1887	22,788
1888	29,681
1889	37,424

Gothenburg is the principal place of export of this article. During 1887 the total export from Sweden amounted to 28,572 tons, of which 22,788 tons were shipped from Gothenburg.

Imports.

The import was steady during the whole year, and considerable quantities of machinery, implements, rails, and plant of various descriptions, chiefly from England, consequent on the extension or re-building of industrial undertakings, have been spread over the country.

Freights.

The freight market opened in 1889 under very favourable prospects, firm rates ruling all over the world. Towards the spring and summer a considerable decline took place in the Black Sea freights which also affected the rates for timber from Baltic ports, and although these, during the months of May and June, were very moderate, no contracts of any importance were con-

cluded. Later an advance was again noticeable, the freights during the latter part of the summer and autumn being equal to those at the opening of the season and continued firm towards the close of the year, when a further advance took place. Generally speaking the supply of tonnage was not in excess of the demand, consequently the Black Sea freights rose again during the summer and autumn, which also was most particularly perceptible in the rates between America and Europe.

Throughout the year large shipments of timber were effected at high rates to the Cape Colony, Australia, and Buenos Ayres. It may, therefore, be said that 1889 has been a prosperous year for owners of both steamers and sailing vessels, evidenced as it is by the considerable increase in tonnage during the year.

Harvest.

The winter which was comparatively mild set in late after a wet autumn, and was succeeded by an early spring, the commencement of which was, on the whole, favourable to vegetation. On the contrary the close of the spring and early part of summer were marked by an unusually high degree of temperature, and a severe and continuous drought which only ceased in the middle of July, when there was a general fall of rain.

Under these circumstances the winter corn in most cases turned out satisfactorily both with regard to quantity and quality. The spring corn and pulses, on the other hand, were much retarded in consequence of the drought during the early part of the summer, and the subsequent rains only partially improved the crop, the oats particularly having in several localities suffered severely from the drought.

Grass and clover have, with regard to quantity, generally turned out below the average, but carried in good condition.

Potato and other roots appear to have yielded remunerative crops.

Herring fishery.

The winter herring fishery commenced early in November, but was discontinued in consequence of unfavourable winds and weather. The herring, however, appeared again, especially among the southern islets and between Kalfsund and Marstrand, in which localities the fishery principally took place. The catch mostly consisted of spent fish, which was exported or sent from Gothenburg by rail to the interior of the country, where the cheap article of food easily found consumers.

The drift net herring fishery has unfortunately yielded a much less satisfactory result than during the period of 1888-89, which is much to be regretted as great and expensive preparations had been made. The consequence is that the supply of cured fish of the last catch is very limited, large parcels intended for the foreign market being secured by some of the leading firms early in the season. The quality of the article intended for home consumption is, however, with regard to curing, sorting and packing, of excellent description.

Shipbuilding.

The shipbuilding yards on the river at Gothenburg, and elsewhere within the district, have been very busy, several steamers having been built for Russia and other countries, one with a

carrying capacity of 3,400 tons dead weight, which is the largest ship hitherto built in Sweden.

Return of all Shipping at the Port of Gothenburg in the Year 1889.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	48	8,256	265	216,679	313	224,935
Swedish	504	56,348	1,275	494,479	1,779	550,827
Danish	80	5,993	395	111,276	475	117,269
Norwegian	178	24,352	86	29,476	264	53,828
German	43	9,870	11	2,855	54	12,725
Other countries ...	31	6,899	12	8,118	43	15,017
Total	884	111,718	2,044	862,883	2,928	974,601
,, for the year preceding ...	733	92,922	2,029	848,168	2,762	941,090

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	46	7,907	266	210,941	312	218,848
Swedish	270	30,186	1,198	497,147	1,468	527,333
Danish	75	5,615	391	110,602	466	116,217
Norwegian	163	22,299	85	29,206	248	51,505
German	42	9,540	10	2,374	52	11,914
Other countries ...	34	7,598	8	7,995	42	14,993
Total	630	83,145	1,958	857,665	2,588	940,810
,, for the year preceding ...	483	63,952	1,932	856,434	2,415	920,386

Return of Principal Articles of Export from Gothenburg during the Years 1888–89.

Articles.		Quantity.	
		1889.	1888.
Butter	Cwts.	148,140	138,069
Grain	,, ...	703,060	707,316
Hides	,, ...	13,900	17,520
Iron	Tons	132,972	116,700
Live stock	Number ..	4,148	3,911
Matches	Cwts.	144,440	155,334
Paper	,, ...	203,280	202,811
Wood	Standards ..	121,328	101,400
Wood-pulp	Tons	37,424	29,681
Zinc ore	,, ...	20,037	22,510
Other articles	,, ...	265	217

RETURN of Principal Articles of Import to Gothenburg during the Years 1888–89.

Articles.		Quantity.	
		1889.	1888.
Bacon	Cwts.	13,540	58,850
Coal and coke	Tons	406,623	362,155
Coffee	Cwts.	108,020	94,570
Cotton	„	141,520	153,898
Fish, cured and dry	„	55,600	68,512
Flour and rye-meal	„	192,220	188,947
Grain	„	266,400	221,291
Hides	„	24,000	25,227
Iron and rails	Tons	22,517	19,656
Machinery and implements	Value £	236,733	167,801
Oils	Cwts.	193,800	116,298
Rice	„	33,100	111,845
Salt	Tons	25,823	23,150
Spirituous liquors	Gallons	190,566	264,841
Sugar and treacle	Cwts.	224,720	230,134
Textiles, wool and yarn	„	94,860	89,531
Tobacco	„	11,980	21,950
Other articles	Tons	600	570

NOTE.—1 ton = 1,000 kilos.; 1 cwt. = 50 kilos.; 1 gallon = $4\frac{544}{1000}$ liter; 1 standard = $4\frac{672}{1000}$ cubic meter; 1*l.* = 18 kronor.

PART 2.—REPORTS FROM VICE-CONSULS.

Strömstad (Vice-Consul Lundgren).

Business transactions have been more active and more lucrative than hitherto. Trade generally.

The dairies dispose of their butter through Gothenburg firms. Exports.

The export of cattle to Norway has increased, the yield of hay being insufficient to allow the farmers keeping their whole live stock. Butter. Live stock.

The import of salt is annually increasing. Imports.

The direct import of coal shows a decrease, but it is very likely that some of the requirements have been supplied from Swedish ports. Salt. Coal.

The freight market was tolerably favorable. Freights.

The herring fishery has been brisk, about 70,000 barrels of good quality having been cured within this district, and the greater part of the quantity being already sold at remunerative prices. Fisheries.

The crop of rye was satisfactory, but that of hay and oats turned out below the average in consequence of the drought during the summer. The quality of the hay was excellent, but the oats for want of ripeness proved of poor quality, and consequently there will be little or no export of oats from this district during next year. Harvest.

Industries. The industrial establishments are the same as the previous year, but they were generally more occupied.

Shipping. The merchant fleet of the town and district consists of 65 sailing vessels of 6,727 tons, against 93 vessels of 9,287 tons in 1877. Since the unfavourable period the public in this district have very little confidence in the shipping trade, and consequently the merchant fleet has year by year been reduced both in number and tonnage.

Lights. Besides the new lights on Stora Svangen, Yttre Wattenholmen, and Telgdholmen, leading to the good anchorage at Kilesand, on the east side of the Koster islands, a new first class lighthouse with fog signal is proposed, and will probably be erected on Ramskär, about 4½ miles more westward than the beforementioned light on Stora Svangen, and such a light would be of much use to the shipping, especially in thick weather, as the current towards this coast is very strong.

Emigration. During the last few years a great many young people emigrated to the United States, the passage in many cases being paid by relatives resident there.

RETURN of all Shipping at the Port of Strömstad in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	9	1,032	1	545	10	1,577
Swedish	253	6,458	168	29,858	421	36,316
Norwegian	315	13,080	460	37,781	775	50,861
Other countries ...	12	1,327	1	185	13	1,512
Total	589	21,897	630	68,369	1,219	90,266
,, for the year preceding ...	564	17,906	622	60,710	1,186	78,616

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	9	1,032	1	545	10	1,577
Swedish	455	8,691	163	29,774	618	38,465
Norwegian ...	252	7,768	520	42,262	772	50,030
Other countries ...	12	1,327	1	185	13	1,512
Total	728	18,818	685	72,766	1,413	91,584
,, for the year preceding ..	746	17,869	625	60,441	1,371	78,310

RETURN of Principal Articles of Export from Strömstad during the Years 1888–89.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Granite	Value ...	...	19,440	...	13,144
Herrings	Barrels ...	28,005	7,802	30,262	10,070
Livestock	Number ...	5,690	18,858	4,379	12,795
Oats	Quarters ...	8,801	4,840	8,449	5,490
Paper	Cwts. ...	243	260	711	711
Total	...	...	51,200	...	42,210

RETURN of Principal Articles of Import to Strömstad during the Years 1888–89.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Bacon	Cwts. ...	40	86	21	53
Butter	,, ...	98	332	112	448
Coal	Tons ...	1,068	926	1,134	992
Herring	Barrels ...	6,669	5,001	3,679	2,208
Hides	Cwts. ...	714	1,214	911	1,366
Rye-meal	,, ...	720	367	6,216	2,487
Salt	Tons ...	1,886	3,537	1,008	1,261
Total...	...	...	11,463	...	8,815

Uddevalla and Lysekil (Vice-Consul Thorburn).

Trade generally.

A decided improvement has taken place during this year in trade and commerce, especially in shipping, which has given remarkably good results. The general improvement in trade commenced simultaneously with the new duties being levied, the former is alleged to have been caused by the latter.

Exports.

The export of timber, granite, iron, and herring has increased, as well as that of wood-pulp. The timber is now shipped in a more finished state, such as doors, mouldings, &c.; and most of the wood-pulp mills have added the production of sulphite pulp, and in some cases also paper. Matches showed no demand until the close of the year.

Imports.

A large quantity of rye and flour has been imported, as well as bran and other feeding stuffs for cattle. The import of salt and mineral oil has also increased, whereas machinery, which is now largely made in the country, shows a decrease. The present heavy duties prevent the import of many articles; foreign built steamers, for instance, are subject to a duty of 10 per cent.

Agriculture.

Agriculture proved unprofitable, owing to the drought of last summer, and the incessant rains during the harvest. The crops turned out small and of poor quality, consequently the export of grain will be less than usual.

Dairies.

The organisation of small companies in this district for the purpose of buying up the milk from the farmers, and, with the aid

of de Laval's separator, making butter, has induced the farmers to increase and improve their stock of cattle.

Herring fishery.

Large quantities of herring of good quality have been caught on this coast, and left good returns.

Venern, Uddevalla canal.

The proposed canal connecting this town with the lake Venern has not made much progress.

Telephone.

Telephone communication has been much developed within this district since the Government took the business in hand.

Capital.

Capital is still plentiful here, and the rate of interest very low.

RETURN of all Shipping at the Port of Uddevalla in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	904	8	3,539	12	443
Swedish	54	5,342	32	15,509	86	20,851
Norwegian	22	3,557	6	723	28	4,280
Other countries ...	26	2,163	3	263	29	2,426
Total	106	11,966	49	20,034	155	32,000
,, for the year preceding	50	8,245	35	18,258	85	26,503

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	6	1,308	10	5,032	16	6,340
Swedish	62	7,472	44	19,967	106	27,439
Norwegian	21	3,530	8	1,494	29	5,024
Other countries ...	26	2,164	4	413	30	2,677
Total	115	14,474	66	26,906	181	41,480
,, for the year preceding	62	10,407	41	20,852	103	31,259

RETURN of Principal Articles of Export from Uddevalla during the Years 1888–89.

Articles.		Quantity.	
		1889.	1888.
Fish	Tons ..	611	1,528
Matches	Cwts. ..	16,940	12,042
Mouldings	Value £	11,050	5,842
Oats	Cwts. ..	410,570	351,230
Paper	,, ..	4,914	2,795
Wood	Standards ..	6,100	4,649
Other articles	Tons ..	1,080	195

RETURN of Principal Articles of Import to Uddevalla during the Years 1888–89.

Articles.		Quantity.	
		1889.	1888.
Coal and coke	Tons	19,120	15,178
Cotton	Cwts.	4,786	418
Flour	,, ...	394	1,415
Grain	,, ...	21,520	29,917
Machinery and implements ..	Value £	372	210
Manure	Cwts.	8,570	2,015
Oils	,, ...	38,762	33,314

RETURN of all Shipping at the Port of Lysekil in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	403	24	3,482	26	3,885
Swedish	719	20,675	95	16,968	814	37,643
Norwegian	111	3,574	16	3,327	127	6,901
Other countries ...	30	2,672	16	3,286	46	5,958
Total	862	27,324	151	27,063	1,013	54,387
,, for the year preceding ...	500	14,415	102	23,541	602	37,956

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	524	24	3,482	27	4,006
Swedish	376	13,868	119	23,878	495	37,746
Norwegian	112	3,998	21	5,499	133	9,497
Other countries ...	28	2,386	20	4,223	48	6,609
Total	519	20,776	184	37,082	703	57,858
,, for the year preceding ...	362	15,635	108	25,668	470	41,303

RETURN of Principal Articles of Export from Lysekil during the Years 1888–89.

Articles.		Quantity.	
		1889.	1888.
Felspath	Value £	7,091	2,711
Fish	Tons	16,449	2,863
Granite	Value £	23,763	19,894
Guano	Cwts.	1,692	5,920
Oats	,, ...	42,846	33,315

RETURN of Principal Articles of Import to Lysekil during the Years 1888–89.

Articles.		Quantity.	
		1889.	1888.
Bricks	Number ..	1,469,459	717,200
Coals	Tons	5,757	4,241
Salt	,, ...	6,134	2,166
Staves	Standards ..	514	300

Marstrand (Vice-Consul Widell).

RETURN of all Shipping at the Port of Marstrand in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	1	184	1	184
Swedish	172	4,536	26	3,826	198	8,362
German	...	...	29	4,832	29	4,832
Other countries ...	14	1,067	69	12,614	83	13,681
Total	186	5,603	125	21,456	311	27,059
,, for the year preceding ...	89	3,258	80	12,987	169	16,245

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	1	184	1	184
Swedish	38	1,123	38	5,819	76	6,942
German	...	...	34	5,738	34	5,738
Other countries ...	17	1,011	72	13,053	89	14,064
Total	55	2,134	145	24,794	200	26,928
,, for the year preceding ...	29	1,624	93	15,821	122	17,445

RETURN of Principal Articles of Export from Marstrand during the Years 1888–89.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Fish	Tons ...	20,300	24,810	13,123	15,350
Iron	,, ...	47	94	50	100
Oats	Cwts. ...	9,960	2,490	4,960	1,124
Total	...	...	27,394	...	16,574

RETURN of Principal Articles of Import to Marstrand during the Years 1888-89.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Barrels	Number ...	5,629	807	...	...
Bricks	„ ...	660,000	917	583,425	648
Coal	Tons ...	692	577	...	...
Salt	„ ...	1,373	1,518	683	490
Total...	...	...	3,819	...	1,138

Warberg (Vice-Consul Jobson).

Trade generally.

The trade of this port and district has on the whole been fairly good, although the crops of 1889 have not given any appreciable surplus for export.

Exports.

Butter, fish, granite, oats, and wood, the principal articles of export of this district, are chiefly shipped to Great Britain, Denmark, and Germany.

Imports.

Coal, coke, and manure are solely imported from Great Britain; and oils, machinery, and textiles principally from Germany.

There is an increase, although slight, in most articles of import, compared with the preceding year.

Freights.

The freights have been good throughout the year and exceptionally high from July to September, still the rates obtained from and to this port were somewhat less than at the neighbouring ports, owing to the easy access and convenience of the harbour.

Harvest.

The drought during the spring and summer had a bad effect on the crops. Rye gave the best return, but all other grain turned out far below the average and many farmers consequently have had or will have to reduce their stock of cattle.

	s.	d.		s.	d.	
The prices have been for rye	6	0	to	8	0	per cwt.
„ „ barley	6	0		7	0	„
„ „ oats	4	6		7	4	„
„ „ hay	2	8		4	0	„
„ „ straw	1	8		2	8	„

Fishery.

The catch of haddock, cod, and flat fish has been fairly good, but the herring fishery, which takes place from August to October, turned out unremunerative on account of the unfavourable weather.

Industry.

The granite industry is annually increasing, rough blocks and paving sets finding a good market in Scotland, Germany and Denmark.

Population.

There was a slight increase in the population of this place, being at the close of the year 4,472 inhabitants against 4,398 the preceding year.

Return of all Shipping at the Port of Warberg in the Year 1889.

Entered.

Nationality.	Total.	
	Number of Vessels.	Tons.
British	10	2,204
Swedish	123	10,880
Danish	108	6,128
Norwegian	28	2,371
Other countries	16	1,327
Total	285	22,910
„ for the year preceding ..	280	22,775

Cleared.

Nationality.	Total.	
	Number of Vessels.	Tons.
British	10	2,204
Swedish	363	43,897
Danish	108	6,272
Norwegian	27	2,468
Other countries	14	1,003
Total	522	55,844
„ for the year preceding..	491	51,999

Return of Principal Articles of Export from Warberg during the Years 1888–89.

Articles.		Quantity.	
		1889.	1888.
Butter	Cwts.	7,520	5,180
Fish	„	5,500	8,320
Granite	Value £	9,500	9,300
Oats	Cwts.	48,700	47,860
Wood	Standards ..	5,868	6,248

RETURN of Principal Articles of Import to Warberg during the Years 1888–89.

Articles.		Quantity.	
		1889.	1888.
Coal and coke	Tons	15,400	14,500
Coffee	Cwts.	2,200	2,060
Flour and meal..	„	6,900	8,880
Grain	„	25,220	14,400
Machinery	Value £	4,400	2,000
Oil	Cwts.	7,700	1,780
Sugar and treacle	„	400	40
Manure	„	7,200	5,000
Textiles and yarn	„	3,300	3,120

Halmstad (Vice-Consul Beckeman).

Trade generally.

There has been great activity in trade and shipping, evidenced as it is by the customs returns, which during this year amounted to 11,011*l.* against 8,016*l.* the year preceding.

Industries.

Within this vice-consular district there are the following industrial establishments, viz.:—weavery, hat manufactory, steam joinery, dye-house, two breweries, foundries, shipbuilding yard, glass works, four wood-pulp mills, several brick works, mills, and dairies, and, under erection, one jute mill.

Communications.

This place is connected with the State railways by the Halmstad-Nässjö Railway, the West Coast Railway, and the Bolmens Railway, the latter of which was opened to traffic last November.

Steamboat communication is kept up with the ports on the coast between Gothenburg and Copenhagen, and also with Lubeck and Newcastle.

Public works.

The extension of the harbour, which has a depth of 18 to 20 feet, is now completed, and the port is accessible in all weather.

RETURN of all Shipping at the Port of Halmstad in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	8	987	3	1,577	11	2,564
Swedish	267	19,800	337	57,466	604	77,266
Danish	243	12,003	1	94	244	12,097
German	147	6,720	4	1,426	151	8,146
Other countries ...	56	3,922	1	363	57	4,285
Total	721	43,432	346	60,926	1,067	104,358
„ for the year preceding ...	722	37,304	244	55,514	966	92,818

CLEARED

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	11	1,552	4	1,796	15	3,348
Swedish	541	24,072	201	47,935	742	72,007
Danish	247	11,922	1	94	248	12,016
German	160	7,343	3	1,043	163	8,386
Other countries ...	59	4,347	2	626	61	4,973
Total	1,018	49,236	211	51,494	1,229	100,730
,, for the year preceding ...	880	42,773	218	50,798	1,098	93,566

RETURN of Principal Articles of Export from Halmstad during the Years 1888–89.

Articles.		Quantity.	
		1889.	1888.
Butter	Cwts... ..	6,500	7,780
Grain	,, ...	56,840	125,050
Granite	Value £	17,182	11,450
Wood	Standards ..	14,332	11,988
Wood-pulp	Cwts... ..	25,544	18,441
Other articles	,, ...	880	1,560

RETURN of Principal Articles of Import to Halmstad during the Years 1888–89.

Articles.		Quantity.	
		1889.	1888.
Coal	Tons	20,908	14,588
Fish	Cwts... ..	1,920	4,540
Flour, meal, and bran	,, ...	40,460	21,740
Jute	,, ...	5,560	..
Linseed cake	,, ...	10,400	8,800
Machinery and implements ..	Value £	11,211	4,611
Manure	Tons	1,177	1,554
Petroleum	Cwts... ..	10,440	4,600
Rails	Tons	541	220
Rye	Cwts... ..	13,680	160
Wool	,, ...	4,800	3,870
Other articles	,, ...	6,460	4,820

Helsingborg (Vice-Consul Westrup).

Trade generally.

The trade of Helsingborg has, during this year, evinced much liveliness and activity, in spite of a general failure of the grain crops in this and the surrounding districts, maintaining an upward tendency, ascribable partly to the continued increase in shipping, and partly to the caution and prudence manifested by the commercial community in limiting speculations, by which a consolidation was arrived at.

During the present year the exports have largely exceeded those of the previous year, with the exception of grain, which fell off considerably, and this applies also to the import of the same article, with the difference that a larger quantity was imported this year than last, and chiefly from Black Sea ports.

Industries.

The sugar factories, alluded to in my report of last year, are still under construction, but will be completed this year and commence operations.

A new trade is springing up, although not exactly belonging to the port, but in its vicinity, and is developing itself vastly, and will ultimately be of great importance to the town, namely, the manufacture of bricks and drain pipes, and which, during recent years, has been increasing to a large extent, as both the Höganäs, as well as the Skromberga clay, being of excellent quality, are much prized in the foreign markets.

Public works.

The new harbour light has been exhibited since last autumn, and shows a flash in the direction of the grounds situated in the northern part of the sound on the Swedish side.

The new harbour works are progressing rapidly, and have during the mild winter considerably increased; the depth of water will be 24 feet.

Population.

The population of Helsingborg has increased to the extent of 1,200 during the present year, and now numbers 19,000, according to the last census.

RETURN of all Shipping at the Port of Helsingborg in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	633	21	16,656	26	17,289
Swedish	2,305	64,950	1,029	258,272	3,334	323,222
Danish	301	6,843	2,719	447,262	3,020	454,105
German	105	5,734	20	8,726	125	14,460
Other countries ...	37	8,226	27	7,862	64	16,088
Total	2,753	86,386	3,816	738,778	6,569	825,164
,, for the year preceding ...	2,093	73,191	10,936	539,146	13,029	612,337

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	633	21	16,656	26	17,289
Swedish	2,239	56,151	1,028	257,724	3,267	313,875
Danish	300	6,491	2,719	447,262	3,019	453,753
German	104	5,721	20	8,726	124	14,447
Other countries ...	37	8,226	27	7,862	64	16,088
Total	2,685	77,222	3,815	738,230	6,500	815,385
„ for the year preceding ...	2,014	63,629	10,933	538,173	12,947	601,802

RETURN of Principal Articles of Export from Helsingborg during the Years 1888–89.

Articles.		Quantity.	
		1889.	1888.
Beef and bacon	Tons	2,953	1,256
Butter	„	1,998	1,807
Clay goods	Number ..	1,074,000	1,239,000
Grain	Quarters ..	17,662	31,523
Live stock	Number ..	25,443	21,477
Manure	Tons ..	95	339
Purple ore	„ ..	5,243	5,160
Rails and iron	„ ..	2,396	705
Staves and laths	Number ..	2,667,000	1,578,000
Other articles	Tons	2,853	4,850

RETURN of Principal Articles of Import to Helsingborg during the Years 1888–89.

Articles.		Quantity.	
		1889.	1888.
Bran	Tons	2,705	773
Coal and coke	„	46,385	49,950
Coffee	„	406	313
Flour	„	175	840
Grain	„	18,455	5,797
Iron	„	2,136	4,239
Linseed cake	„	1,364	1,207
Molasses	„	355	..
Manure	„	23,529	19,840
Oils	„	1,480	..
Petroleum	„	1,480	1,244
Salt	„	3,400	3,100
Sugar	„	264	98

Landscrona (Vice-Consul Nees).

Trade generally.

The general improvement all over the world during the year 1889 had some beneficial influence on trade and commerce at Landscrona too, but not to any great extent.

Exports. Grain.

The export of grain in 1889 is one of the smallest for many years, being not less than 45,184 quarters less than in 1888. All the autumn hardly any export of this article has taken place owing to the very deficient crop of 1889.

Imports Sugar.

The number of manufactories of beetroot sugar in the province is increasing every year, in consequence the import of colonial raw sugar is decreasing, which also may be seen at this place, the import of 1888 being 181,300 cwts., while in 1889 only 131,620 cwts., showing a decrease of 49,680 cwts., and as the sugar refinery here continues to extend the use of beetroot sugar, a further decrease in the import is anticipated.

Customs.

Owing to the same fact the revenue of the custom-house is smaller than the previous year, being 113,048*l.* in 1889, against 123,971*l.* in 1888, showing a decrease of 10,923*l.*, and this in spite of the grain duty and other new duties.

Manure.

Raw manure is the only article of import that shows an increase of any consequence. The only importer of this article is the Artificial Manure Manufactory of Landscrona, which year by year is developing on a very large scale. The good trade for artificial manure in Scania is derived from the great progress in cultivating the soil and in scientific agriculture that has taken place, and also to a great extent from the increasing cultivation of beetroots, which necessitates the use of large quantities of artificial manure.

Harvest.

The result of the crop of 1889 will no doubt be very disastrous to our farmers, and the ruling high prices of grain will only be a poor compensation for the shortness of the crop. The grain duty will also be of very little consolation to them, the eventual advantage in selling their produce being counterbalanced by the disadvantage in being obliged to buy sundry feeding stuffs, which are to be imported under duty.

Wheat and rye, an average crop of excellent quality.

Barley, a very short crop of pretty good quality, but in most cases saved in very bad condition, making a great part of it not fit for matting purposes.

Oats and mixed grain (oats and barley), the latter part of which is very much grown for feeding, turned out to be a perfect failure, in some places hardly giving the quantity used for seed.

Clover and grass, a very short crop, but carried in good condition. Potato and all sorts of roots, an abundant crop, the best for many years.

Another circumstance that makes things still worse is the falling price of butter, while all sorts of feeding stuff are rising, all agriculture in the province being founded on dairy farming.

Altogether the year 1889 may be described as the worst for more than 20 years, from an agricultural point of view.

Shipping.

The shipping trade was better than for many years, and ship owners profit was enormous.

The merchant navy of this port at the end of the year consisted of 22 vessels of the burthen of 5,529 tons register, of which one steamer and 21 sailing vessels.

RETURN of all Shipping at the Port of Landscrona in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	7	763	5	3,953	12	4,716
Swedish	396	30,201	664	211,905	1,060	242,106
Danish	100	4,737	804	72,781	904	77,518
German	48	2,444	3	494	51	2,938
Other countries ...	10	3,569	...	...	10	3,569
Total	561	41,714	1,476	289,133	2,037	330,847
,, for the year preceding	424	34,745	1,620	284,945	2,044	319,690

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	7	763	5	3,953	12	4,716
Swedish	399	31,188	665	211,992	1,064	243,180
Danish	100	4,737	804	72,781	904	77,518
German	47	2,342	3	494	50	2,836
Other countries ...	8	3,057	...	...	8	3,057
Total	561	42,087	1,477	289,220	2,038	331,307
,, for the year preceding ...	426	35,656	1,621	285,032	2,047	320,688

RETURN of the Principal Articles of Export from Landscrona during the Years 1888-89.

Articles.		Quantity.	
		1889.	1888.
Butter	Cwts.	3,040	4,180
Fish	,, ...	4,800	..
Grain	Quarters ..	26,095	71,279
Hides	Cwts.	400	..
Live stock	Number ..	5,100	4,417
Machinery	Value £	3,168	..
Other articles	Tons	28	181

RETURN of Principal Articles of Import to Landscrona during the Years 1888–89.

Articles.		Quantity.	
		1889.	1888.
Coal	Tons	27,888	22,190
Coffee	Cwts.	4,240	..
Fish	,, ...	4,580	..
Grain	Quarters ..	14,745	13,300
Hides	Cwts.	4,480	..
Manure	Tons	6,642	3,731
Machinery	Value £	13,435	..
Oils	Cwts.	8,740	..
Spirits and wine	Gallons ..	8,016	..
Sugar	Cwts.	131,620	181,300
Other articles	Tons	376	2,386

Malmö (Vice-Consul Flensburg).

Trade generally.

Although, owing to an insufficient crop, the export of grain during the year has been but a small one, the features of the trade in general have developed a pretty brisk life.

It is a matter worth noticing that large quantities of cereals, especially rye and wheat, are imported to this district, which is considered one of the most fertile in Sweden, but on the other hand, large quantities of wheat are converted into flour, and re-exported under this form. The export of live stock, bacon, beef, butter, and other dairy produce are increasing from year to year, and owing to a more intensive agriculture, the produce of the country—in lieu of corn—is shipped in a more compressed form of dairy produce.

Customs. Shipping.

The customs dues in 1889 amounted to 217,159*l.*, being 45,072*l.* more than the preceding year. The navigation was uninterrupted during the whole of the year. Freights ruled high, and shipowners realised good returns, so that new capital is now being invested both in sailing vessels and steamers. The merchant fleet belonging to Malmö, including small vessels, comprise a number of 92 vessels of 13,339 tons, and 991 nominal horse-power.

Harvest.

Taken on an average, the harvest has not given any satisfactory result, especially with regard to spring corn, owing to the heat and long-prevailing drought during the earlier period of the summer. Beetroots, however, turned out better than expected. The cultivation of this article will, no doubt, increase annually to meet the requirements of the sugar factories in this province, whereof several new establishments are under erection. The industrial establishments have, on an average, given a fair result.

Industries.

No new factories of any importance are to be noticed this year, with the exception of a chocolate manufactory.

Public works.

Among public works of any importance may be mentioned:

the commencement of buildings for extending the railway terminus of the State line, which requires two years for completion; the completion of a railway from Malmö to Limhamn, which was opened to traffic during the latter part of the year; and the improvement of the harbour and deepening of the entrance channel, which has been progressing after a fixed plan.

RETURN of all Shipping at the Port of Malmö in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	6	962	71	39,971	77	40,933
Other countries ...	578	68,048	3,029	601,166	3,607	669,214
Total	584	69,010	3,100	641,137	3,684	710,147
,, for the year preceding ...	748	58,316	2,753	645,283	3,501	703,599

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	6	962	71	39,971	77	40,933
Other countries ...	319	17,136	3,008	540,070	3,327	557,206
Total	325	18,098	3,079	580,041	3,404	598,139
,, for the year preceding ...	713	59,696	2,770	646,740	3,483	706,406

RETURN of Principal Articles of Export to Malmö during the Years 1888–89.

Articles.		Quantity.	
		1889.	1888.
Bacon and beef..	Tons	2,630	2,548
Butter	Cwts... ..	91,520	104,459
Cement	Tons	10,835	11,348
Chalk	,, ...	10,430	8,560
Eggs	Number ..	2,221,370	922,918
Flour	Cwts... ..	296,220	248,697
Grain	,, ...	243,860	274,447
Live stock	Number ..	48,754	47,853
Matches	Tons	3 543	2,736
Wood-pulp	,, ...	3,194	4,098

RETURN of Principal Articles of Import from Malmö during the Years 1888–89.

Articles.		Quantity.	
		1889.	1888.
Cotton	Cwts... ..	9,260	13,576
Coal and coke	Tons	187,468	176,517
Coffee	Cwts... ..	22,160	21,620
Grain	Tons	25,974	23,182
Iron	„	4,724	6,503
Linseed cake	Cwts... ..	4,160	31,860
Manure	Tons	6,997	6,756
Oils	„	3,150	1,463

Ystad (Vice-Consul Nilsson).

The trade of this port may be described as fairly good. Trade generally.

The export of grain shows a somewhat better figure than in 1888, but is still below the average, the reason being, as stated in my last report, that the import duty on cereals renders it more profitable for the farmers to use their grain for feeding purposes than selling at the present low rates, the more so as the crop of hay and straw is much below the average. Exports. Grain.

The export of butter chiefly takes place to England by the weekly steamers from Malmö. Butter.

Of flour and grain the import was less than the preceding year, which caused a decline in the customs dues of 1,588*l*. Imports. Grain.

RETURN of all Shipping at the Port of Ystad in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	268	15	6,229	16	6,497
Swedish	308	15,194	341	103,788	649	118,982
Danish	32	3,076	146	20,010	178	23,086
Norwegian	15	3,461	6	1,593	21	5,054
Other countries ...	30	2,957	6	2,010	36	4,967
Total	386	24,956	514	133,630	900	158,586
„ for the year preceding...	320	22,040	452	117,162	772	139,202

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	268	15	6,229	16	6,497
Swedish	310	16,267	341	103,910	651	120,177
Danish	32	3,076	146	20,010	178	23,086
Norwegian	15	3,461	6	1,593	21	5,054
Other countries ...	30	2,957	6	2,010	36	4,967
Total	388	26,029	514	133,752	902	159,781
„ for the year preceding...	323	22,680	453	117,471	776	140,151

RETURN of Principal Articles of Export from Ystad during the Years 1888–89.

Articles.		Quantity.	
		1889.	1888.
Butter	Cwts.	2,709	2,850
Flour	„	60,840	49,934
Grain	„	164,161	121,640
Live stock	Number	663	1,821
Sugar	Tons	2,838	2,770
Matches	„	79	182
Spirituous liquors	Gallons	103,990	29,793

RETURN of Principal Articles of Import to Ystad during the Years 1888–89.

Articles.		Quantity.	
		1889.	1888.
Bran	Tons	1,713	651
Coal and coke	„	22,500	27,803
Flour	Cwts.	1,652	18,542
Grain	Tons	5,148	6,988
Iron	„	874	785
Oil cake	„	1,421	1,205
Oils	„	666	624
Sugar	„	4,655	4,420

Carlscrona (Vice-Consul Palander).

Trade generally. The trade of this district has been about the same as the previous year.

Exports. The export of wood increased considerably, but that of oats was less owing to the poor quality of the crop in 1888.

Imports. Of coal and coke there were imported 17,540 tons, or about the same quality as the previous year.

Freights. The freights were remunerative throughout the year, and during the autumn particularly so.

Customs. The customs dues amounted to 27,770*l.*, against 23,003*l.* in 1888.

Harvest. Wheat, rye, barley, oats, hay and straw yielded on account of the very dry weather in May and June a small crop, but of excellent quality, whereas the potato crop was excellent both with regard to quantity and quality.

Public works. Mellersta Blekinge Railway, between Carlscrona and Carlshamn, was opened to traffic in June.

Fisheries. The fisheries within this district turned out very unsatisfactory and prices low, the latter circumstance owing to the abundant herring fishery on the west coast of Sweden.

RETURN of all Shipping at the Port of Carlscrona in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	9	2,017	4	2,115	13	4,132
Swedish	77	8,726	333	81,531	410	90,257
Norwegian	37	6,485	11	2,613	48	9,098
Danish	42	3,864	6	1,126	48	4,990
German	20	1,531	6	1,252	26	2,783
Other countries ...	14	3,332	1	704	15	4,036
Total	199	25,955	361	89,341	560	115,296
,, for the year preceding ...	155	17,773	356	86,222	511	103,995

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	9	2,017	4	2,115	13	4,132
Swedish	137	12,386	215	42,692	352	55,078
Norwegian	36	6,653	13	3,139	49	9,792
Danish	54	4,473	6	1,127	60	5,600
German	22	1,735	7	1,409	29	3,144
Other countries ...	13	3,199	1	704	14	3,903
Total	271	30,463	246	51,186	517	81,649
,, for the year preceding ...	244	23,040	235	49,531	479	72,571

RETURN of Principal Articles of Export from Carlscrona during the Years 1888–89.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Granite	...	...	18,055	...	12,883
Oats	Cwts. ...	3,240	864	12,484	3,329
Wood	Load ...	34,786	52,179	21,407	32,110
Total	...	...	71,098	...	48,322

RETURN of Principal Articles of Import to Carlscrona during the Years 1888–89.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Brandy	Gallons...	6,297	1,529	7,833	1,901
Coal and coke...	Tons ...	17,540	12,278	17,224	12,057
Coffee	Cwts. ...	3,151	8,228	3,364	8,783
Machinery	...	...	1,391	...	1,493
Meal	Cwts. ...	4,641	2,063	1,162	516
Pig-iron	,, ...	627	1,254	1,630	3,260
Petroleum	,, ...	21,859	6,557	17,535	5,260
Rails	Tons ...	400	1,600	262	1,048
Rye	Cwts. ...	122,003	36,601	123,236	36,970
Salt	Tons ...	1,530	1,339	1,464	1,281
Sugar	Cwts. ...	3,135	6,035	351	675
Tobacco	,, ...	1,052	2,893	556	1,529
Wheat	,, ...	32,784	13,114	31,160	12,464
Total	...	...	94,882	...	87,237

LONDON :
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty
(75 7 | 90—H & S 923)

FOREIGN OFFICE.

1890.

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ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 476.

Presented to both Houses of Parliament by Command of Her Majesty,
MARCH, 1890.

LONDON:
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BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

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No. 653.

Reference to previous Report, Annual Series No. 476.

TRIPOLI.

Consul-General Drummond Hay to the Marquis of Salisbury.

My Lord, *Tripoli, February* 20, 1890.

I HAVE the honour to transmit, herewith enclosed to your Lordship, my Report on the Trade and Commerce of this place for the year 1889.

I have, &c.
(Signed) F. R. DRUMMOND HAY.

Report on the Trade and Commerce of Tripoli for the Year 1889.

RETURN of all Shipping at the Port of Tripoli in the Year 1889. Shipping and navigation.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	185	56	54,529	60	54,714
Ottoman	148	8,264	24	22,548	172	30,812
French	...	..	103	99,084	103	99,084
Italian	16	3,608	100	75,950	116	79,558
Greek	27	2,760	...	...	27	2,760
Tunisian	68	1,109	...	...	68	1,109
Other countries ...	6	1,103	2	2,879	8	3,982
Total	269	17,029	285	254,990	554	272,019
,, for the year preceding ...	...	...	...	...	599	326,342

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	185	58	56,786	62	56,971
Ottoman	146	8,115	24	22,548	170	30,663
French	...	...	103	99,084	103	99,084
Italian	15	3,561	100	75,950	115	79,511
Greek	28	2,883	...	...	28	2,883
Tunisian	68	1,109	...	...	68	1,109
Other countries ...	6	1,103	2	2,879	8	3,982
Total	267	16,956	287	257,247	554	274,203
,, for the year preceding ...	...	...	...	...	591	323,793

There has been a general decrease in shipping at this port during 1889, with the exception of those under the Italian flag, which, as regards tonnage only, is slightly above what it was in 1888: 11 Italian vessels less visited Tripoli than in the previous year. The decrease in British shipping was greater than that of any other nationality, the falling-off amounting to 25 vessels of 36,102 tons. The causes which, as regards British shipping, have operated in this direction were a diminution in the quantity of esparto purchased, and the increased facilities afforded by hydraulic presses in reducing its bulk when preparing it for shipment. As this grass is carried almost exclusively in British ships, the number required was not so great as in other years; but what chiefly caused a reduction in the number of ships was the inability of shippers to pay the high freights demanded for carrying it to England: 42 British vessels in all were chartered for this purpose as against 70 in 1888. Most of the British vessels arrived in ballast from Italy, and cleared with cargoes for British ports. Two casualties to British ships occurred during the year, and both took place in January. The s.s. "Helen Newton," after loading with esparto, was about to proceed to Boness, when fire was discovered in her hold, which could not be extinguished by the use of pumps and the hose, and compelled the master to scuttle his ship in about 22 feet of water. She was subsequently raised by an agent of a salvage association, and taken to Malta for repairs. The other casualty was a simple case of the stranding of the s.s. "Kangaroo."

The French and Italian mail steamers continue to perform regularly their weekly services between this port, Malta, and Tunis. The Turkish steamers of the Mahsousseh Company also keep up the line to Constantinople, but as they have to pass by Bengazi and Derna, where the coast affords no shelter, the arrivals and departures during the winter are not so frequent as in the finer seasons. Some facilities were enjoyed during the summer months by passengers travelling between Tripoli and Khoms by a British steam launch, which had been sent over from Malta to run between these two places.

Trade and commerce.

Although the total value of exports and imports has decreased, trade generally has been steadier than in the last few years. The decrease in the value of exports is almost entirely due to the diminished quantity of esparto which was brought to market, and that in the imports to the cessation in this country of the demand for wheat and barley from abroad. The rumours of troubles in Wadai and Bournu, which had deterred tradesmen from engaging in commercial enterprise with the interior of Africa, have happily been dispelled, and the upward tendency of prices in ostrich feathers is directing attention towards the renewal of trade with those countries. Caravans are now allowed to pass through the desert without molestation, and should the demand for feathers in Europe still increase, as is hoped, a return to better times may be looked for. The quantity of ivory brought on camels is still insignificant. The demand for British cotton cloths has been

Ostrich feathers.

Ivory.

Cotton cloths.

maintained, and better results are hoped for in 1890, in consequence of improved intercourse with the interior, and from the probability of more spending power among the natives of this province. The quantity of coals imported, which is never considerable, reached about 4,200 tons. Coals.

Large quantities of esparto were brought to market during the spring; but, after the grain crops were reaped, supplies fell considerably below the average of other years. Most of the Arabs who transport the grass were occupied in gathering the harvest, and, as the results it gave bettered their position, they were not driven to the necessity of engaging in the hard work of plucking and carrying esparto to the sea ports. The total quantity exported, including the Khoms district, was 54,700 tons—viz., 35,200 tons from the port of Tripoli, and 19,500 tons from Khoms, Zeliten, and Tabia, or nearly 15,000 tons less than in 1888. High freights were demanded all the year through, and as there has been a downward tendency in the price of esparto in England, the shipments were few towards the close of the year—shippers, moreover, counting upon a heavy fall in freights after the new year. About 1,100 tons of hoop iron and steel, for binding esparto bales, were imported. Esparto.

Four new steam hydraulic presses have been erected at Tripoli and Khoms during the year, which will increase competition, and further tend to lower freights. Machinery.

RETURN of Principal Articles of Export from Tripoli during the Year 1889.

Articles.	1889.	1888.
	£	£
Esparto fibre	160,000	212,000
Ostrich feathers	55,000	40,000
Ivory	18,000	24,500
Goat skins and hides.. ..	15,000	9,000
Wool	16,000	15,000
Cattle	25,000	5,000
Mats	4,000	4,000
Henné..	6,000	..
Eggs	4,000	..
Other articles..	20,000	30,000
Total	323,000	339,500

RETURN of Principal Articles of Import to Tripoli during the Year 1889.

Articles.	1889.	1888.
	£	£
British cloth manufactures	54,000	56,000
Foreign „ „	6,000	3,000
Colonial produce	22,500	25,000
Wheat	7,500	12,000
Barley	4,700	80,000
Provisions	14,000	20,000
Flour	40,000	40,000
Tobacco	22,000	20,000
Olive oil	14,000	12,000
Machinery	7,800	..
Charcoal and firewood	5,800	4,000
Rice	10,000	15,000
Planks and timber	4,300	7,000
Wines and spirits	9,000	12,000
Coal	6,000	5,000
Iron	9,500	12,000
Other articles	45,000	41,500
Total	282,100	364,500

TABLE showing the Total Value of all Articles Exported from and Imported to Tripoli from and to Foreign Countries during the Years 1889–88.

Countries.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain	217,000	242,500	94,800	80,000
Turkey	26,000	27,000	56,000	105,000
France	68,000	58,000	65,000	72,500
Italy	2,500	..	24,000	22,500
Tunis	3,500	2,000	18,000	7,000
Austria	1,500	..	10,000	18,200
Germany	..	4,000	11,000	10,300
Other countries ..	4,500	6,000	3,300	54,000
Total	323,000	339,500	282,100	364,500

Agriculture.

Unlike its predecessors, the year 1889 was a good one for agriculture. Not only did the corn crops succeed, but dates and olives turned out well, and vegetation generally derived much benefit from the frequent rains and other favourable conditions of the weather which prevailed during the autumn and winter. Had the natives not been so impoverished by the four preceding bad years, which deprived them of the means of procuring seed in the desired quantities, the land under cultivation would have been more extensive, and the year's harvest, as regards quantity, would

have been proportionately greater. Sufficient wheat and barley, however, was reaped to meet all demands for domestic consumption, and even to enable provision to be made for the future. The importation of grain from abroad suddenly ceased, and prices fell to one-half their former rates. Cattle and sheep were plentiful, and although large numbers of the former were shipped to Malta, prices kept very low all the year round.

Public works.

An attempt was made to repair the esparto jetty, but the work, having been commenced late in the autumn, had to be discontinued. The little that was done was washed away owing to the exposed position of the jetty, and the shallow water causing the sea to break there. Ships loading esparto will, therefore, for some time have to put up with some inconvenience in getting cargo sent alongside.

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FOREIGN OFFICE.

1889.

ANNUAL SERIES.

No. 608.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

TUNIS.

REPORT FOR THE YEAR 1888

ON THE

TRADE OF TUNIS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 383.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

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581.	Teneriffe	1d.
582.	Tangier	2d.
583.	Surinam	½d.
584.	Loanda	1d.
585.	Alexandria	1d.
586.	Cagliari	1d
587.	Smyrna	½d.
588.	Mannheim	1d.
589.	Nagasaki	1d.
590.	Hakodate	1d.
591.	Bushire	1d.
592.	Chinkiang	½d.
593.	Pakhoi	1d.
594.	Hiogo	1½d.
595.	Bangkok	1d.
596.	Serajevo	1d.
597.	Copenhagen	1½d.
598.	Cephalonia	½d.
599.	Chefoo	½d.
600.	Guatemala	1½d.
601.	Tonga	½d.
602.	Tahiti	1d.
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No. 608.

Reference to previous Report, Annual Series No. 383.

TUNIS.

Acting Consul Carbonaro to the Marquis of Salisbury.

My Lord, *Tunis, August* 19, 1889.

I HAVE the honour to enclose the Annual Report on the Trade of Tunis for the year 1888.

I have, &c.
(Signed) G. CARBONARO.

Report on the Trade of Tunis for the Year 1888.

There has been a total depression of trade in Tunis during the year 1888, principally occasioned by the want of rain, and consequent failure of crops. No exportation of wheat or barley has taken place, whilst the importation of flour from France amounted to 187,508*l.*, that is 109,046*l.* more than in 1887. Besides flour, a good quantity of barley has been imported from the Black Sea, the largest portion of which, amounting in value to about 11,000*l.* has been shipped at the Goletta for the different ports on the coast of the Regency.

Failures continue to be of frequent occurrence. Merchants are obliged to sell their goods in retail for cash, which is preferable to sales against acceptances as usual, being almost certain that when the term becomes due the acceptances are dishonoured. Many traders also avail themselves of the difficulties met by their creditors in compelling them to pay their debts, and the latter are forced to submit to any arrangement proposed to them rather than lose all.

Annex A.—Return of Shipping at the various Ports of the Regency of Tunis in the Year 1888.

ENTERED.

Nationality.	Goletta.		Susa.		Sfax.		Gerba.		Gabes.		Mehdia.		Monastir.		Bizerta.		Tabana.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	23	18,745	25	8,088	54	26,363	4	575	10	7,808	1	50	35	3,256	...	...	...	...
Tunisian	43	817	540	2,626	1,131	9,052	554	7,011	674	3,216	509	3,563	119	1,050	204	2,191	26	329
French	292	301,540	110	119,020	106	116,441	103	117,362	104	117,266	102	113,934	105	114,542	4	126	100	1,002
Italian	572	116,541	292	82,186	279	81,866	108	76,285	35	24,790	180	74,279	133	75,836	143	2,889	98	3,383
Greek	28	10,016	14	4,289	25	783	1	347	5	1,819	2	660	4	1,098	...	...	...	...
Other countries ...	57	20,660	4	625	29	2,552	9	657	5	488	10	783	8	126	...	...	2	574
Total	1,020	468,319	985	216,834	1,624	237,057	779	202,237	833	155,387	804	193,269	404	195,908	351	5,206	226	5,288

CLEARED.

Nationality.	Goletta.		Susa.		Sfax.		Gabes.		Gerba.		Mehdia.		Monastir.		Bizerta.		Tabana.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	23	18,542	24	7,007	50	24,977	10	7,808	4	575	1	50	35	3,278	...	...	...	...
Tunisian	42	734	495	2,515	921	8,184	578	3,222	547	6,699	509	3,553	93	1,056	209	2,210	26	317
French	312	306,068	109	114,292	106	116,441	104	116,266	103	117,362	102	113,934	105	114,542	4	126	97	987
Italian	569	116,171	299	83,399	248	81,844	35	23,845	108	75,305	176	74,128	133	75,736	139	2,876	98	3,133
Greek	31	10,766	22	4,290	20	719	5	1,819	...	...	2	660	3	790	...	...	...	...
Other countries ...	37	20,662	29	2,764	18	1,874	1	642	5	727	4	371	8	226	...	...	2	576
Total	1,014	472,943	978	214,267	1,363	234,039	733	153,602	767	200,668	794	192,696	377	195,628	352	5,212	223	5,013

Annex B.—RETURN of Principal Articles of Export from the Regency of Tunis in the Years 1888–87.

Articles.		1888.		1887.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Barley	Quarters.	12,216	11,106	213,098	138,157
Esparto grass...	Tons.	21,608	86,460	13,045	68,255
Husks of pressed olives	,,	4,574	3,688	10,275	4,991
Olive oil	,,	5,543	177,446	5,561	179,820
Woollen goods	...	...	52,727	...	22,955
Sponges	...	...	29,462	...	34,094
Wheat...	Quarters.	25,814	46,936	...	243,110
Sundries	...	...	280,510	...	206,605
Total		...	688,335	...	897,987

RETURN of Principal Articles of Import into the Regency of Tunis in the Years 1888–87.

Articles.	1888.	1887.
	£	£
Coffee, sugar, &c.	95,729	95,995
Drugs and medicines ..	22,315	34,150
Flour..	187,508	78,462
Iron and other metals ..	67,179	57,282
Jewellery and diamonds ..	10,170	31,520
Manufactured cotton.. ..	165,335	213,713
,, silk	11,462	15,303
Mixed cotton, wool and silk..	33,003	63,404
Wine and spirits	75,736	83,353
Woollen fabrics	22,517	36,600
Sundries	677,233	398,934
Total	1,368,187	1,108,716

Annex C.—TABLE showing the Total Value of all Articles Exported from the Regency of Tunis and Imported to the Regency of Tunis from and to Foreign Countries during the Years 1888–87.

Country.	Exports.		Imports.	
	1888.	1887.	1888.	1887.
	£	£	£	£
England and Malta ..	100,000	140,000	260,000	240,000
France	200,000	220,000	430,000	230,000
Italy	250,000	340,000	100,000	80,000
Germany	..	..	140,000	140,000
Austria	..	..	85,000	85,000
Belgium	..	..	110,000	110,000
Switzerland	..	..	55,000	55,000
Other countries	138,335	156,573	188,187	168,716
Total	688,335	856,573	1,368,187	1,108,716

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1889.

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TURKEY.

REPORT FOR THE YEAR 1888

ON THE

TRADE OF THE DISTRICT OF SALONICA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 394.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

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TURKEY.

SALONICA.

Consul-General Blunt to the Marquis of Salisbury.

My Lord, *Salonica, September* 30, 1889.

I HAVE the honour to submit herewith enclosed to your Lordship my Report, with 14 Annexes, upon the Trade and Commerce of my Consular District for the year 1888, and beg leave respectfully to express my regret that I was unable to complete and forward it at an earlier date.

I have had great difficulties in collecting, in the absence of Official Statistics, the information I have reported, most of which has been kindly furnished to the Consulate by some of the leading merchants here and in the interior.

I have, &c.
(Signed) J. E. BLUNT.

Report by Mr. Consul-General Blunt on the Trade and Commerce of Salonica for the Year 1888.

General condition of trade.

The trade and commerce of the port of Salonica have, on the whole, materially increased in 1888. The success of the staple crops in the principal agricultural centres in Macedonia, followed by purchases for foreign markets, gave rise to some activity in the export trade of grain and other products, and stimulated in a corresponding degree the import trade of the place.

Navigation movement, general increase of.

The navigation movement of the port in 1888, including both entries and clearances, was 8,946 vessels of 1,467,517 tons, as against 8,923 vessels of 1,266,234 tons in 1887; increase in 1888, 23 vessels and 201,283 tons. This movement, according to Annex 1, comprised 7,406 sailing vessels of 125,269 tons, and 1,540 steam vessels of 1,342,248 tons, against 7,670 sailing vessels of 138,447 tons, and 1,253 steam vessels of 1,127,787 tons; showing a falling off of 13,178 tons in the aggregate tonnage of sailing vessels, and an increase of 214,461 tons in that of steam vessels.

British shipping.

The aggregate total of entries and clearances of British vessels was 518 vessels of 379,926 tons, against 371 vessels of

Increase of.

346,418 tons in 1887, being an increase of 207 vessels of 33,508 tons, which was mainly due to vessels employed in the coasting trade between Salonica and Caterina, Cavalla, Smyrna, and Islands in the Archipelago. 247 vessels of 175,674 tons entered with cargoes, and 12 vessels of 14,389 tons in ballast. Of those that entered with cargoes, 63 of 101,405 tons were from Great Britain and British Colonies; 183 of 73,395 tons from Turkey; and 1 of 774 tons from Russia. Of the vessels in ballast, 3 of 3,959 tons came from Malta; 5 of 5,143 tons from Greece; 1 of 1,357 tons from Italy; and 2 of 2,125 tons from Spain. The clearances with cargoes comprised 16 vessels of 19,576 tons for Great Britain and her Colonies, chiefly for Malta or Gibraltar for orders; 231 vessels of 152,632 tons for Turkey; and 1 vessel of 1,518 tons for Greece. Only 11 vessels of 16,237 tons cleared in ballast during the year, all of them for Turkish ports.

French shipping, increase of, by Messageries Maritimes extending their lines of steamers.

The entries and clearances of French shipping have increased from 288 vessels of 340,078 tons in 1887, to 350 vessels of 447,112 tons last year. This increase in the number of vessels and tonnage was chiefly due to the Messageries Maritimes Company having established a fortnightly line between Marseilles, Piræus, Salonica, Smyrna, and the coast of Syria, with large steamers varying from 3,000 to 3,800 tons. They can accommodate about 170 passengers each; and all have the electric light, and steam 14 knots an hour. The excellent service on board these vessels has rendered them deservedly popular in the Levant. This Company also runs a line of steamers between Marseilles, Piræus, Salonica, Constantinople and the Black Sea ports, fortnightly either way, coinciding at Marseilles with its line from and to London. As this arrangement affords a more regular, expeditious, and cheap means for the transport of goods between Salonica and the United Kingdom, than by the Russell, Westcott, and other lines of British steamers plying at this and other Levant ports, it is being gradually adopted by the local mercantile community.

Traffic between Salonica and United Kingdom by the Messageries steamers viâ Marseilles.

Within the six months ending June 30, 1889, the Messageries steamers brought to Salonica from London about 400 tons of manufactures and colonials by transhipment from Marseilles; and shipped here for London by the same route, 850 tons of barley in sacks, and 150 tons of other goods.

I now hear that the Company intend to improve upon this arrangement by putting faster boats on the Marseilles-London line, and reducing their rates of through freights.

Austro-Hungarian shipping, increase of.

The total entries and clearances amounted to 200 vessels of 195,770 tons, against 143 vessels of 126,774 tons in 1887. Increase in 1888, 57 vessels and 68,996 tons. This movement comprised 12 sailing vessels of 5,408 tons, and 188 steamers of 190,362 tons, against 19 sailing vessels of 8,776 tons, and 124 steamers of 127,998 tons in the year preceding. The increase of steam tonnage is partly due to a direct fortnightly service established by Lloyd's Steamship Company between Trieste, Piræus, Salonica and Constantinople, irrespective of the regular mail boats under this flag which touch at Salonica and other Levant ports.

127 entries and clearances, with an aggregate of 148,113 tons, against 121 of 125,860 tons. Increase in 1888, 6 vessels and 22,253 tons. In the above figures are included 13 sailing vessels of 1,887 tons in 1888, and 19 of 7,128 tons in 1887. Italian shipping, increase of.

Greek shipping shows an increase of only 682 tons; and comprised, in entries and clearances, 831 sailing vessels, of 32,984 tons, and 86 steamers, of 65,740 tons, against 999 sailing and 104 steam vessels of 35,779 tons, and 62,273 tons respectively. Most of the sailing vessels were of small tonnage, and were employed in the coasting trade, and in bringing to the Salonica market oranges and lemons, olives, oil, wine, marble slabs, and cement. Greek shipping, slight increase of.

In the fall of the year under review the Greek steamers ceased running to Salonica.

Larger sailing vessels now visit Salonica, some of them averaging from 250 to 600 tons. In 1888, 26, guaging about 5,658 tons, loaded grain here; viz., 11 of 2,338 tons for Italy; 9 of 2,327 tons for France; 2 of 465 tons for Gibraltar; 3 of 424 tons for Africa; and 1 of 103 tons for Austria-Hungary.

There has been some notable progress within the last few years in Greek sailing vessels. They are better constructed, equipped, and manned, and more carefully navigated. Progress of Greek sailing vessels.

6,818 vessels of 174,580 tons, including entries and clearances, against 6,893 vessels of 216,972 tons in 1887; showing a decrease of 74 vessels and 42,392 tons. In steam tonnage the decrease amounted to 40,670 tons, and was mainly due to the Mahsoussé Company having run a smaller class of steam vessels on its mail line between this port and Constantinople. Turkish shipping, decrease of.

In sailing vessels there was also a falling-off of 83 vessels and 1,722 tons.

The total value of exports in 1888 (vide Annex 2) amounted to 1,225,000*l.* against 1,084,000*l.* in 1887, showing an increase of 141,000*l.* in 1888. According to the circular report of the leading grain firm at this place,* the transactions in cereals during the first half of the year were very limited, and with the exception of maize, for which there was some demand from England and France, the prices of all the other grains were below the average. It was only in the fall of the year that they improved and encouraged speculation in the market. Export trade, increase of, caused by good harvest

Most of the crops of 1888 were well harvested, and their yield was on the whole above the average in quality and quantity. Cereals.

About 54,000 qrs. were exported chiefly to France, England, Italy, and Greece, at prices varying from 26*s.* 11*d.* to 31*s.* 4*d.* per qr. of 480 lbs. f.o.b. Wheat.

Part of the barley crop was used for the supply of the troops in Macedonia. About 60,000 qrs. were exported to France, Italy, and Greece, at from 16*s.* 8*d.* to 18*s.* 10*d.* per qr. of 400 lbs. f.o.b. Barley.

32,000 qrs. were exported chiefly to France and Italy at 11*s.* 4*d.* and 13*s.* 7*d.* per qr. of 312 lbs. f.o.b. Oats.

Only 3,000 qrs., were exported at about 21*s.* 1*d.* per qr. of 480 lbs. f.o.b. Rye.

* Messrs. Allatini Brothers.

Maize. 81,000 qrs. were exported to England and France at 20*s.* 10*d.* to 22*s.* per qr. of 480 lbs. f.o.b.

British grain-laden ships. 14 British steamers loaded grain at this port in 1888, 10 of which with 73,080 qrs. of maize; 2 with 28,343 qrs. of barley, and 2 with 15,320 qrs. of wheat.

Tobacco. The yield of the 1887 crop, which was exported in 1888, was rather inferior in quality to the crop of 1886, but its quality was generally above the average. About 69,000 cwts were exported from Macedonia, chiefly to Austria-Hungary, Roumania, Servia, Russia, France, Italy, Germany, England, and Egypt, at the following prices:—

		d.	*s.*	*d.*	
Ghiubek	quality,	10½ to	3	10	per lb.
Kir	„	8½	2	6	„
Poursician	„	5	0	10	„
Drama	„	2½	0	6½	„

Wool. The crop was fairly good and more abundant than that of last year, but very little of it was exported owing to the low prices offered by purchasers for the foreign markets, and consequently holders found it more profitable to reserve their stocks for the local woollen industry, which continues to extend in Macedonia. About 9,900 cwts. of wool was exported in 1888, chiefly to the United States, France, and Switzerland, at prices fluctuating from 50*s.* 9*d.* to 54*s.* 9*d.* per cwt. f.o.b.

Cotton. A fair average crop and of good quality. 11,800 cwts. exported, against 9,850 cwts. in 1887. Prices varied from 40*s.* 7*d.* to 48*s.* 8*d.* per cwt. f.o.b.

Poppy seed. The crop on the whole turned out well, and gave rise to some brisk business for Germany. About 18,000 cwts. were exported at 14*s.* 3*d.* to 15*s.* per cwt. f.o.b., against 15,750 cwts. in 1887.

Opium. The crop, although injured by heavy rains, surpassed in yield and quality that of last year. About 33,100 lbs. were exported chiefly to London at 9*s.* 5*d.* to 10*s.* 9*d.* per lb. f.o.b.

Prunes. The crop of prunes was much more abundant than that of last season; the quality was also good, but only 3,900 cwts. were exported, chiefly to America, at 20*s.* 3*d.* per cwt. f.o.b.

Fennel. Proved an excellent crop in quantity and quality, but owing to low prices and limited orders for foreign markets, only 10,000 cwts. were exported at 13*s.* 4*d.* to 15*s.* per cwt. f.o.b.

Silk-pods. The production was very good as regards quality, and but for the scarcity of mulberry leaves, would have proved more abundant than last year. In the early part of the season business in this article was rather dull, but gradually improved in November and December, and gave rise to brisk speculation, causing a rise in prices from 2*s.* 5*d.* to 3*s.* 1*d.* and 3*s.* 10*d.* per lb. f.o.b.

About 6,000 cwts. of silk-pods were exported to France and Italy against 3,740 cwts. in 1887. The disease which affected this important branch of industry has almost entirely disappeared from Macedonia, and the country people are improving and extending their mulberry plantations. The crop of the present year has succeeded remarkably well, yielding more than 30 per cent. over that of last season.

Skins.

The business in lambskins was very brisk during the year, causing prices to rise above the average, but such was not the case with goat and kidskins owing to their poor quality. The following quantities of the different kinds were exported :—

Skins.	Pieces.	Where Exported.	Price per Pair Free on Board.	
			s. d.	s. d.
Sheep ..	80,000	Austria-Hungary, America, and Italy	2 7 to	4 11
Lamb ..	550,000	Austria-Hungary and Germany	2 7	4 11
Goat ..	110,000	America and Austria-Hungary	3 10	4 0
Kid ..	480,000	France	3 7	4 0
„ stillborn	20,000	„	..	0 3
Hare ..	220,000	„	0 10	0 10½
Martin ..	3,000	France and Germany	16 0	20 0
Wolf ..	600	Germany	6 5	6 10
Badger ..	3,000	„	3 5	3 7
Otter ..	400	„	13 7	14 5
Fox ..	5,500	„	4 10	5 7

Other articles of export.

These comprised wine, chrome-ore, goat's hair, red pepper, woollen stuffs (abba and shayak), rags, saffron, tallow, poultry, eggs, antimony, timber, firewood, and charcoal. Most of the wine exported from here went to Egypt; chrome, antimony, and rags to the United Kingdom; poultry and eggs to France; woollen fabrics and pepper to Syria.

Slight increase of imports.

The total value of this trade remained stationary, exceeding by only about 21,000*l.* that of 1887. (Vide Annexes 2 and 3.)

Direct import in British vessels from Great Britain and British Colonies.

Annex 4 shows a decrease of about 3,600 tons in the aggregate quantity of these imports, which chiefly affected the following articles :—

Coals.

About 10,000 tons were imported, against 13,000 tons last year. Prices varied from 20*s.* to 25*s.* per ton. The gas works about to be completed at Salonica will largely increase the local consumption of coal.

Cotton yarns.

Quantity imported, 2,000 tons, against 2,500 tons last year. Prices, on the whole, were sustained, especially those for yarns, as follows :—

		s. d.		s. d.	
Twist mule grey,	No. 4/14	0 7	to	0 8½	per lb.
Do.	No. 16/14	0 8½		0 9¾	„
Do.	Extra hard, No. 4/14 ..	0 8¼		0 11	„
Do.	do. No. 16/24 ..	0 10		1 0½	„
Do.	do. No. 30/32 ..	1 0½		1 2¼	„
Do.	do. No. 40/42 ..	1 3½		2 5	„
Do.	do. No. 60	2 10		3 0	„
Do.	do. No. 70	3 6		3 9	„
Sewings, grey,	No. 4/12	0 9½		0 10¼	„
Do.	No. 14/24	0 1 0		0 11¼	„

T-cloths, 9½*d.* to 11*d.* per lb.

Cotton piece goods.

Grey shirtings, 6*s.* 4*d.* to 9*s.* 6*d.* per piece of 38 to 40 yards. White madapolams, 5*s.* 6*d.* to 15*s.* 10*d.* per piece of 39 to 42 yards.

Iron. 2,435 tons were imported, or 65 tons less than last year. Prices varied from 7*l.* to 10*l.* per ton, according to form and quality.

Coffee. Only 1,295 cwts. of the 25,000 cwts. imported to Salonica were brought in British vessels, against 7,000 cwts. brought last year. Price 8*d.* to 9*d.* per lb.

Import of Rangoon rice increased. Decline of Italian rice. 3,140 tons (2,970 tons direct from Rangoon, and 170 tons from the United Kingdom) were imported in British vessels, against 2,900 tons last year. Price 20*s.* to 21*s.* per sack of 2 cwts. The Rangoon rice is rapidly driving out the Italian from this market.

Sacks and sacking. The renewed activity in the local grain trade caused an increased demand for these articles, of which about 632 tons were imported from England, against 370 tons last year. Old sacks fetched 4½*d.* to 4¾*d.*, and the new 4¾*d.* to 7½*d.* each, according to size and quality.

Nails. 78 tons were imported, against 140 tons last year. Most of the nails consumed in Macedonia now come from Belgium and France. Prices:—English sharp points, 1st quality, 11*s.* 9*d.*; 2nd quality, 10*s.* 9*d.* per cwt. Belgian, sharp points, 10*s.* 6*d.* per cwt.; French, 26*s.* 5*d.* per 2 cwts.

Sustained demand of metal bedsteads. The demand was sustained here and in the interior, especially for the common cheap sort. 1,720 bundles and packages were imported (in British vessels), against 681 last year. Prices improved from 11*s.*, 20*s.*, to 42*s.* and 50*s.* per bed, according to size and quality.

Dry hides. 1,758 packages imported, against 176 last year. This quantity does not include the hides brought, chiefly in Austrian steamers, from Aden and the coast of Syria.

Metal buckets, drugs, and soda ash. 1,047 bundles of buckets, 875 boxes of drugs, and 638 barrels of soda ash were imported, against 1,308, 764, and 539 respectively in 1887.

Decrease of other articles. There was a decrease in most of the commodities comprised under this head, particularly in colours, copper, earthenware, copperas, alum, cotton and linseed oils, pitch, cochineal, indigo, sal-ammoniac, and soap.

The above observations refer entirely to the direct trade with Great Britain and British Colonies in British vessels, and do not cover the British and Colonial commodities imported to Salonica by transhipment in foreign vessels at Marseilles, Piræus, Syra, Smyrna, and Constantinople. This indirect trade is, by all accounts, considerable, but it is scarcely possible to obtain reliable statistics of its volume and value.

Decrease of imports from Austria-Hungary. The value of these imports is estimated at about 360,000*l.*, or 10,000*l.* less than last year, and 95,000*l.* less than that of British imports. The chief articles comprised:—

	£
Sugar	125,000
Cotton and woollen stuffs, ready-made clothes, and skull caps	87,000
Coffee	40,000
Hardware	17,000
Paper and cardboard	12,000
Wooden furniture	11,000
Gold thread	10,000
Lamps	6,000
Earthenware	5,000
Beer	5,000
Other articles	42,000

Most of the above commodities were imported direct from Trieste, and but a very small quantity, chiefly beer, by railway from Buda-Pesth.

Limited business of agencies established by Hungarian firms.

Some Hungarian firms have opened agencies here and at Uscup, but, so far, their transactions have been very limited, owing partly to the high rates and charges of the Servian and Turkish Railways, and partly to the active competition of the Jewish merchants, who have, and try to keep, the monopoly of all branches of trade in this place.

Increase of Belgian imports.

Their value amounted to about 150,000*l.*, or 50,000*l.* more than last year.

Success of competition with British trade.

Some Belgian articles are rapidly ousting from this market those of Great Britain. This is particularly the case with iron, zinc, starch, glassware, and nails. Some attempts have been made to introduce cotton yarns, but, so far, have met with little encouragement.

Decrease of Belgian imports in British vessels.

Up to 1887 most of the Belgian goods imported here were carried in British vessels, which went to Antwerp from Liverpool and London to complete their cargoes for this and other Levant ports; but, in 1888 (vide Annex 5), our share in this carrying trade amounted to 2,302 tons, against 5,623 tons in the year preceding. The difference, and more besides, was carried in Belgian, Dutch, and Danish vessels. These results were due partly to lower rates of freight charged by these foreign vessels, and partly to cheaper goods and greater credit facilities offered by Belgian manufacturers, than the English.

Credit systems of foreign countries as compared with the English, and their influence on the trade of Macedonia.

About 20 years ago only a few privileged merchants in this place enjoyed a credit generally limited to the date of the arrival of the goods ordered by them, or at most 30 days later, and the most exact compliance with conditions was insisted on. Now, however, importers have entered into direct relations with foreign houses. This, and the over-production in manufacturing countries, along with the ever-growing competition in the leading markets, and the general reliableness of the Salonica mercantile community, have gradually extended the facilities for payment in this place.

Austria-Hungary holds the first place in her credit arrangements with native dealers. She gives four, six, and eight months' credit, and even allows a longer term with 6 per cent. per annum.

Germany and Switzerland come next, allowing from four to six months' credit, and after them come Belgium, France, and

Italy, which give three to four months, insisting, however, on prompt payment at the end of that period. Sweden and Holland usually insist upon documentary credit.

The credit given by London houses is never more than three months, with interest at 5 per cent. per annum.

English manufacturers, however, give little or no credit, and do not readily enter into direct relations with the native buyers, except on condition of cash payments at the shipping of goods.

An important amount of business is done between Manchester and Salonica, but most of it is in the hands of commission merchants in Manchester, who allow a credit of three months with 5 per cent. interest per annum, a fictitious term, as in reality the importers never pay before four or six months. These commission merchants must necessarily raise the prices of the goods they send out at least 4 or 5 per cent. in order to secure a profit and cover all risks. A difference in the cost of the goods, which might be partly earned by English manufacturers if they put themselves in direct communication with Salonica, by sending special agents, or commercial travellers, with samples and patterns of their goods.

As a result of the credit facilities granted to this market, the demand for foreign products increases, and local merchants give better terms to buyers in the towns in the interior, who in their turn do likewise with the small dealers in the villages.

Other articles of import.

The following articles have also been imported at Salonica in 1888:—

Petroleum from Russia and the United States; alcohol and timber from Roumania and Russia; wines and liqueurs from Austria-Hungary, France, Greece, and Italy; matches from Austria-Hungary and Italy; cutlery from Austria and Germany; silkworms' eggs from France; caviare and salted fish from Greece, Roumania, Russia, and Turkey; silk and cotton stuffs and salt from Turkey; sewing machines from Austria-Hungary and the United States; iron safes from Austria-Hungary and Belgium; furs from Austria-Hungary and Germany; jewellery and watches from France and Switzerland; door and window fittings from France; perfumery and small shot from Austria-Hungary and France; and cereals and prunes from Servia.

American and Russian petroleum.

About 215,000 cases of petroleum were imported in 1888, 62,000 of which came from America, and 153,000 from Batoum in Russia, average price 5*s.* 6*d.* to 6*s.* 1*d.* per case of two cans. The Batoum petroleum is now preferred here and in the interior, as it is cheaper and more easily procurable than the American, and as the importers find that it pays to send it to the Servian market by the Salonica Railway, there will be a growing demand for this article.

Russian alcohol.

Russia is also taking the lead in the import of alcohol in Macedonia, owing to the high bounty offered to Russian exporters of this article, about 24*s.* per hectolitre.

Door and window fittings, &c.

Door and window fittings, and self-coiling iron revolving shutters and screens, chiefly of French make, have been introduced

with success, and are being fixed up in the most prominent warehouses, shops, and private residences in this place.

Cereals from Servia.

Some parcels of wheat, maize, and barley were sent down by the railway to Salonica last year in transit to the continent, and it is expected that the reduction of the railway rates will give a strong impulse to this trade.

Prevention of frauds in English trade marks by Merchandise Marks Act, 1887.

The Merchandise Marks Act, 1887, has in a great measure put a stop to the tricks and frauds practised by some native dealers, with the connivance of their correspondents in the United Kingdom, and few complaints are now heard of goods being sent here marked wrongly as regards length.

Native industry.

The cotton, flour, and brick mills, worked by steam, in this town and in the interior, were actively employed in executing orders received during the year. The two cotton mills in Salonica, which are managed by Englishmen, are earning at the rate of 25 per cent. per annum on the capital invested in them. The Turkish Government, with a view to foster this industry, has exempted its products from the internal custom-house duty of 8 per cent. ad valorem, which is levied on all native goods exported from one Turkish port to another; and it has recently extended this boon to all other cotton and woollen goods, which are manufactured in the country.

Cotton mills in Salonica, large profits of.

Exemption of cotton and woollen fabrics from internal custom-house duties.

Mining industry.

It is only within the last six or seven years that any serious attention has been paid to mining operations in Macedonia, but as yet little progress has attended the prospectors engaged in them. The only important mines that are now worked are those of chrome (chromate of iron) and antimony. The chrome mines are in operation in three places, viz., Kran-Mahallé, Ourmelia (in district of Cassandra), and Comanova (in vilayet of Cossova). The ore costs f.o.b. from 2*l.* 4*s.* to 2*l.* 10*s.* per ton, according to the distance of the mine from port of shipment. This includes extraction, sorting, transport, royalties, custom-house duties, and other incidental expenses. Chrome ore is easily, and compared with other metals, cheaply extracted, as it is generally found near the surface, and is quarried very much like stone. There are abundant deposits of it in Macedonia, and this province may fairly be represented as the chrome-producing country in Europe, for both in quality and quantity few countries come up to it. The rendering in chromic acid is much higher for the Macedonian mineral than that of Asiatic Turkey, giving from 48 to 54 per cent., but the higher value is the rule.

Chrome mines.

Abundant deposits of chrome-ore in Macedonia.

Antimony.

Three antimony mines have been recently opened, and on the whole are successfully worked; two by British subjects and one by an Austrian Company. The ore, of which about 300 tons have already been exported chiefly to the United Kingdom, is of very good quality, and costs about 10*l.* per ton f.o.b. at Salonica. Two of the three chrome mines are also owned by British subjects.

Other minerals.

Besides chrome and antimony the following minerals exist in Macedonia, some of them in great abundance, although not all of good quality, viz.:—silver, lead, manganese, copper, iron, gra-

phite, asbestos, borate of lime, cobalt, and others of minor importance. Undoubtedly Macedonia is very rich in minerals, but, as already remarked, very little is done to explore the country, and what is known thus far is a mere modicum of what it would be were the Government to render greater facilities to prospectors who apply for concessions. The dilatoriness shown by the authorities in getting through the necessary legal formalities to be observed before concessions can be obtained; the absence of roads leading to the sea-coast, and the insecurity of life in certain parts of the province, are the great drawbacks to the development of mining enterprise in this country.

Difficulties in the way of mining.

Insurance companies.

British offices.

The general business of the branch offices of the British Fire Assurance Companies has steadily developed in Salonica within the last 7 or 8 years. In 1881, there were only 7 of these offices in this place, viz.:—the Sun and Phœnix offices opened in 1868; North British and Mercantile in 1869; Royal, 1874; Northern, 1876; Marine, 1878; and Commercial Union in 1880. The aggregate amount of insurances effected by them, in 1881, was 1,390,685*l.*, and of claims they paid 941*l.* 0*s.* 10*d.* In 1887, the number of offices was 11, including, besides those already enumerated, 4 new ones opened by the Guardian, London, Lancashire, and Norwich Companies. The amount of their insurances in that year was 2,164,531*l.*, and of the claims they paid 5,506*l.* In 1888, the Queen, and the London and Lancashire Companies also came into this field, raising the number of branch offices to 13. The amount insured by them all was 2,805,668*l.*, or 641,137*l.* more than the year preceding, and of claims they paid 4,573*l.*

Of the above-named offices the Commercial Union, the Guardian, North British and Mercantile, Northern, Royal and Sun, have fire engines (one each), served with pluck and energy by 340 volunteer firemen—all Jews.

Foreign Assurance companies.

The following Foreign Assurance Companies have also established offices at Salonica:—French, La Confiance; Austro-Hungarian, Assicurazioni Generali di Trieste, Azienda, and Phœnix; German, Transatlantic.

Public works. Serres road.

The public road leading from Salonica to Serres, an important town in the interior, has been properly repaired, and is now serviceable for coaches.

Salonica gas works.

These works, the concession of which was sold by Sir A. Kirby to a French Company, are fast approaching completion. The retort and distributing houses have been built, and the pipes are being laid down, so that by the end of the present year the streets, &c., will be supplied with gas light. English gas coal will be used in these works.

Model farm and agricultural school.

A model farm of about 200 acres in extent, and a school of agriculture attached to it, are in course of construction at a point on the coast about 5 miles distance from Salonica. The school will contain 30 pupils, all free boarders. Ploughing and other machines are already used on the farm, partly from England (manufactured by Howard) and partly from America and France.

Tramway and omnibuses.

The concession for the Salonica Tramway was recently granted by the Sultan to Hamdi Bey, a Turkish notable of this place. In the meantime omnibuses have been introduced, and now regularly run on the streets and the public roads between this town and the country.

New streets.

New streets have been opened, and old ones widened and repaired.

Salonica has now the best paved streets in Turkey.

Salonica-Uscup and Vranja Railway.

The goods traffic, in 1888, amounted to about 90,000 tons, and the passenger traffic to 74,000 persons.

Turco-Servian junction lines, expectations as regards advantages of partially realised.

The expectations of the mercantile community of Salonica, as regards the advantages to be derived from the Turco-Servian junction lines at Vranja, have so far been but very partially realised. This is entirely owing to the very high tariffs in operation on both systems; and the few trials which have been made to introduce British, Belgian, and other foreign goods into Servia through the Salonica route, were by no means encouraging, as the Fiume route proved cheaper.

High tariffs of Turkish and Servian systems.

In April of the present year an international conference met at Constantinople, formed of delegates of the Austro-Hungarian, Turkish, Servian, and Bulgarian Railway Companies, for the adoption of tariffs for the direct or through traffic on their lines. It established two tariffs, viz.:—a regular conventional tariff for class goods, and a special exceptional tariff for specified goods. The rates and charges proposed on goods to be classified under the first tariff have not yet been introduced, those on goods under the special exceptional tariff came into operation on the 15th of June last. The table, Annex 7, which I have prepared from reliable data, shows, in a comparative form, the difference between the old and new rates and charges as levied on specified goods by the Turkish and Servian railways. Very considerable reductions have been made in some cases as much as 75 per cent. on the old rates charged by each individual company.

New through tariffs established by Austrian, Turkish, Servian, and Bulgarian Railway Companies.

Preferential rates on the traffic in certain articles from Austrian side.

These reduced rates will be charged, however, on beer, iron, steel, agricultural machinery, wine, alcohol, and vinegar, only when carried from the Austrian side towards the Turkish ports of Salonica, Dedéagatch, and Constantinople; while the rates of the conventional tariff will be charged on the above goods going into Servia from the Turkish side. All this shows an undue preference for the Austrian trade in the Balkan Peninsula, and will, undoubtedly, weigh down and cripple British trade, especially in metals, with Servia through the Salonica route, precluding its admission much beyond Vranja. For instance, the total cost for the transit of 10 tons of iron, say from Buda-Pesth to Nisch, viâ Belgrade, will be about 10*l.*, and to Vranja, 11*l.* 8*s.*; while from Salonica to Vranja it will be 9*l.*, and to Nisch 13*l.*

British metal, trade with Servia injured thereby.

With the exception of the above-named articles, all the other goods enumerated in the exceptional tariff, and those to be classified under the conventional tariff, will be charged the same through rates and charges either way. These tariffs are certainly not in harmony with those in operation on the continental rail-

New tariffs likely to benefit trade in British textiles and colonials with Servia through the Salonica route.

ways, or with the requirements of the trading public; but be this as it may, it is generally expected here that they will give a strong impulse to the trade of Salonica with Servia, and benefit some branches of British imports into that country from this port, especially those of textiles and colonials, which, I am assured by the transit or forwarding offices recently established here, will be conveyed to Nisch at about 30 per cent. per ton cheaper than by the Belgrade route.

Passenger traffic limited, and not likely to improve till the junction line is connected with a steamship service between Salonica and Egypt.

Obstacles in the way of passengers travelling on the line.

Passenger traffic is very limited, and not likely to improve so long as this junction railway is not connected with a regular steamship service between its maritime terminus at Salonica and Egypt, which will complete the line of direct communication between Europe and the far east. Many complaints are made against the obnoxious passport formalities on both sides of the frontier at Zibeftché, where the lines join, and the vexatious and childish inquisitions practised, under strict orders from the Porte, by the Turkish custom-house officials. All newspapers, guide-books, dictionaries —in fact, all printed matter—are ruthlessly impounded, and sent to Salonica, and even to Constantinople, to be examined by the censors, and thus the public is discouraged from a route which, under other circumstances, would, beyond doubt, offer many and real advantages.

Cavalla.

Shipping.

Decrease in tonnage.

Foreign shipping.

Mr. Vice-Consul Pecchioli reports :—

The shipping in this port, compared with that of last year, shows an increase of 444 vessels, and a decrease of 1,000 tons (vide Annex 8), which proves that the shipping office has included in its returns even boats of one or two tons burthen. Austrian shipping remains stationary, also Greek and Italian. The Turkish Mahoussé Company has established a weekly service between Constantinople, Cavalla, Mount Athos, and Salonica.

Decrease of French and British shipping.

French shipping is falling off; also British shipping, on account of the withdrawal of the steamboats of Bell's Asia Minor Company.

Tobacco—decrease in the export of.

There was a decrease in the export of tobacco, Egypt taking less. Smaller quantities were also exported to Russia, Roumania, and England; while France, Italy, and Turkey took rather more. (Annexes 9 and 10.)

Imports.

Imports amount to about the same figure as last year.

Public works.

The Governor of the Sandjak Hifzi Pasha has built a konak at Drama, founded a Turkish school, improved the condition of the prisons, and made 4,000 metres of the new road between Cavalla and Xanthe, which can now be easily completed.

Janina, Prevesa, and Serres.

Annexes 11, 12, 13, 14, are the trade returns as furnished by Mr. Consular Agent Kypriotis for Janina; Mr. Vice-Consul Blakeney for Prevesa; and Mr. Acting Vice-Consul Petrovitch for Serres.

Annex 1.—Return of Shipping at the Port of Salonica in the Year 1888.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	259	189,963	259	189,963
Ottoman	3,284	42,401	135	45,089	3,419	87,490
Austro-Hungarian	6	2,704	94	95,181	100	97,885
French	...	...	175	228,556	175	228,556
Greek	412	16,457	43	32,870	455	49,327
Italian	5	775	57	73,113	62	73,888
Other nationalities	1	294	7	6,352	8	6,646
Total	3,708	62,631	770	671,124	4,478	733,755
,, for preceding year ...	3,832	68,422	627	564,495	4,459	632,917

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	259	189,963	259	189,963
Ottoman	3,264	42,001	135	45,089	3,399	87,090
Austro-Hungarian	6	2,704	94	95,181	100	97,885
French	...	...	175	228,556	175	228,556
Greek	419	16,527	43	32,870	462	49,397
Italian	8	1,112	57	73,113	65	74,225
Other nationalities	1	294	7	6,352	8	6,646
Total	3,698	62,638	770	671,124	4,468	733,762
,, for preceding year ...	3,838	70,025	626	563,292	4,464	633,317

Annex 2.—Return of Principal Articles of Export from Salonica during the Years 1887–88.

Articles.	1888.		1887.	
	Quantity.	Value.	Quantity.	Value.
		£		£
Tobacco*	Not ascertainable.	435,000	Not ascertainable.	460,000
Cereals		240,000		85,000
Silk-pods		115,000		87,000
Skins		100,000		110,000
Wool		32,000		18,000
Cotton		20,000		26,000
Opium		19,000		17,000
Other articles		264,000		281,000
Total	..	1,225,000	..	1,084,000

* From the whole of Macedonia, including Drama and Yenidjé districts.

RETURN of Principal Articles of Import to Salonica during the Years 1887–88.

Articles.	1888.		1887.	
	Quantity.	Value.	Quantity.	Value.
		£		£
Manufactures—Cotton, Woollen and silk ..	Not ascertainable.	500,000	Not ascertainable.	410,000
Coffee		118,000		100,000
Sugar		112,000		92,000
Metals		108,000		100,000
Petroleum		60,000		50,000
Rice		40,000		60,000
Soap		48,000		40,000
Other articles		425,000		538,000
Total	..	1,411,000	..	1,390,000

Annex 4.—TABLE showing the Total Value of all Articles Exported from Salonica and Imported to Salonica from and to Foreign Countries during the Years 1887–88.

Country.	Exports.		Imports.	
	1888.	1887.	1888.	1887.
	£	£	£	£
Great Britain	145,000	95,000	455,000	430,000
Turkey	290,000	130,000	200,000	185,000
Austria-Hungary ..	260,000	120,000	360,000	370,000
Belgium	..	..	150,000	100,000
France	140,000	85,000	86,000	145,000
Other countries ..	390,000	654,000	160,000	160,000
Total	1,225,000	1,084,000	1,411,000	1,390,000

Annex 4.—RETURN of the Quantities of the Principal Articles Imported to Salonica direct from Great Britain and the Colonies in British Merchant Vessels during the Year 1888.

Articles.	Quantities Imported.
	Cwts.
Bedsteads (metal)	1,720
Buckets „	1,370
Coals	210,000
Coffee	1,295
Copperas	1,440
Cotton and woollen goods	40,000
Drugs	1,850
Hides	1,400
Iron	48,900
Nails	1,560
Rice	62,860
Sacks and sacking	12,640
Soda ash	2,560
Tin in bars	1,140
„ plates	1,840
Other articles	8,800
	399,175
Tons	19,958·15

Annex 5.—RETURN showing the Total Quantities of the Principal Articles of Import to Salonica in British Vessels from Great Britain and Belgium in the Years 1887–88.

Articles.	Great Britain.		Belgium.	
	1888.	1887.	1888.	1887.
	Cwts.	Cwts.	Cwts.	Cwts.
Coals	210,000	260,000	..	680
Coffee	1,295	7,000	1,560	20
Cotton and woollen manufactures ..	40,000	50,000	640	2,120
Glassware	1,000	160	6,800	14,800
Iron	48,700	50,000	18,720	46,440
Nails	1,560	2,800	4,520	23,880
Oils, cotton and linseed	1,060	4,000	..	100
Rice	62,860	58,000	1,160	180
Sacks and sacking (jute and hessian)	12,640	7,280	160	..
Other articles	20,060	36,000	12,480	24,240
	399,175	475,240	46,040	112,460
Tons	19,958·15	23,762	2,302	5,623

Annex 7.—THE Tariffs proposed by the International Railway Conference at Constantinople, compared with the actual Tariffs on the Turkish and Servian Railways.

Proposed Tariffs on Through Traffic.							Actual Tariffs on Turkish and Servian Railways.			
Regular Conventional Classes.			Special Exceptional Rates.				Turkish Rates.		Servian Rates.	
Class.	Charge per Ton per Kilometre.	Terminal Charges per Ton.	Specified Goods.	Charge per Ton per Kilometre.	Terminal Charges per Ton.	Per Truck Load.	Charge per Ton per Kilometre.	Terminal Charges per Ton.	Charge per Ton per Kilometre.	Terminal Charges per Ton.
	In Cents.	In Cents.		In Cents.	In Cents.	Tons.	In Cents.	In Cents.	In Cents.	In Cents.
Goods by "Grande Vitesse"	30	200	Beer	5·5	100	10	12·50	200	12	150
Goods, damageable, by "Grande Vitesse" ..	20	200	Cement and lime ..	4·5	100	10	10	200	8	100
Goods, damageable, per lot of 5 tons by "Grande Vitesse"	15	200	Cereals	4·5	100	10	6	200	6·5	100
Goods, cumbersome, by "Petite Vitesse" ..	30	150	Crockery and hardware	5	100	10	19·89	200	12	150
Piece goods, class I., by "Petite Vitesse" ..	15	150	Flour	5	100	10	9·50	200	6·5	100
Piece goods, class II., by "Petite Vitesse" ..	12	150	Furniture	7	100	5	19·89	200	15	150
Heavy goods, A, per 5 tons, by "Petite Vitesse" ..	9	150	„	5·5	100	10	19·89	200	15	150
Heavy goods, B, per 10 tons, by "Petite Vitesse" ..	7	100	Glass in boxes ..	7	100	10	19·89	200	12	150
Heavy goods, C, per 10 tons, by "Petite Vitesse" ..	5	100	„ not packed ..	6	100	10	19·89	200	10	100
Goods in bulk, per 5 tons, by "Petite Vitesse" ..	10	150	Hemp and cordage	5	100	10	15·34	200	12	150
Goods in bulk, per 10 tons, by "Petite Vitesse" ..	8	150	Iron	4	100	10	15·34	200	10	100
			Iron and steel manufactures	6	100	10	19·89	200	12	150
			Paper	6	100	10	19·89	200	15	150
			Prunes	5	100	10	19·89	200	6·5	100
			Salt	5	100	10	12·50	200	8	100
			Sugar	5·5	100	10	19·89	200	15	150
			Timber and staves	4	100	10	6·82	200	6	100
			Wine, alcohol, and vinegar	5·5	100	10	5·5	200	5·5	100

Annex 8.—Return of all Shipping at the Port of Cavalla in the Year 1888.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	154	31,105	154	31,105
Ottoman	1,433	10,766	10	4,679	1,443	15,445
Austro-Hungarian	33	4,597	68	72,383	101	76,980
French	...	...	31	42,531	31	42,531
Greek	175	1,941	...	...	175	1,941
Italian	39	78	1	1,896	40	1,974
Total	1,680	17,382	264	152,594	1,944	169,976
,, for the year preceding...	1,199	18,892	309	150,896	1,508	169,788

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	154	31,105	154	31,105
Ottoman	1,433	10,766	10	4,679	1,443	15,445
Austro-Hungarian...	33	4,597	68	72,383	101	76,980
French	...	...	31	42,531	31	42,531
Greek	175	1,941	...	...	175	1,941
Italian	39	78	1	1,896	40	1,974
Total	1,680	17,382	264	152,594	1,944	169,976
,, for the year preceding ...	1,199	18,892	309	150,896	1,508	169,788

Annex 9.—Return of Principal Articles of Export from Cavalla during the Years 1887–88.

Articles.	1887.		1888.	
	Quantity.	Value.	Quantity.	Value.
	?	£	?	£
Tobacco	..	425,000	..	374,000
Cotton	..	42,000	..	55,000
Cereals	..	3,600	..	2,000
Seed	..	11,000	..	12,000
Wool	..	6,000	..	8,000
Other articles	..	7,000	..	12,000
Total	?	494,600	?	463,000

RETURN of Principal Articles of Import to Cavalla during the Years 1887–88.

Articles.	1887.		1888.	
	Quantity.	Value.	Quantity.	Value.
		£		£
Sugar	..	40,000	..	40,000
Cotton goods	..	38,000	..	38,000
Petroleum	..	37,000	..	37,000
Flour	..	18,500	..	18,000
Coffee	..	33,000	..	33,000
Salt	..	10,000	..	10,000
Rice	..	9,200	..	9,500
Other articles	..	40,000	..	40,100
Total	..	225,700	..	225,600

Annex 10.—TABLE showing the Total Value of all Articles Exported from Cavalla and Imported to Cavalla from and to Foreign Countries during the Years 1887–88.

Country.	Exports.		Imports.	
	1888.	1887.	1888.	1887.
	£	£	£	£
Great Britain	25,000	27,000	14,000	15,000
Turkey	46,000	40,000	18,000	20,000
Austro-Hungary	247,000	245,000	86,000	82,000
Egypt	20,000	42,000	2,000	2,000
France	18,000	28,000	18,000	18,000
Germany	6,000	10,000	9,000	8,000
Greece	72,000	68,000	40,000	43,006
Italy	20,000	8,000	10,000	12,000
Roumania	1,000	6,000	24,000	22,000
Russia	8,000	26,000	5,000	3,000
Total	463,000	500,000	226,000	225,000

Annex 11.—RETURN of Principal Articles of Export from Janina during the Years 1888–87.

Articles.	1888.		1887.	
	Quantity.	Value.	Quantity.	Value.
		£		£
Wool	600,000	12,500	900,000	18,000
Skins	700,000	25,000	680,000	24,000
Butter	120,000	1,800	90,000	2,500
Olive oil	1,500,000	18,375	2,100,000	28,000
Cheese	918,750	14,200	1,400,000	22,500
Citrons	...	12,000	...	8,000
Woollen stuffs	188	3,000	200	3,500
Buckthorn	2,000,000	3,200	...	...
Total	...	90,075	...	106,500

RETURN of Principal Articles of Import to Janina during the Years 1888–87.

Articles.		1888.		1887.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Hides	Number ...	11,000	18,500	12,000	20,000
Cotton goods	Pieces ...	120,000	30,000	100,000	33,700
,, printed	,, ...	20,000	10,000	18,000	9,000
Sugar	Lbs. ...	1,800,000	13,900	1,800,000	18,000
Coffee	,, ...	200,000	9,000	210,000	9,800
Woollen goods	Pieces ...	1,100	11,000	1,000	10,000
Flour	Lbs. ...	7,000,000	35,000	7,500,000	40,000
Petroleum	Cases ...	15,000	6,750	18,300	8,800
Copper	Tons ...	40	3,200	45	3,700
Leather	...	...	3,750	...	4,000
Medicines and paint ...	...	...	4,000	...	5,000
Ironware	Tons ...	260	4,420	250	4,250
Silks	Pieces ...	180	1,440	200	1,700
Rice	Lbs. ...	920,000	6,900	900,000	7,500
Rum and spirits ...	Barrels ...	...	2,270	1,750	2,300
Handkerchiefs	Dozens ...	16,000	2,520	15,000	2,500
Thread	Reels ...	4,000	1,700	4,000	1,800
Crockery and glass ...	...	...	3,000	...	2,500
Fezes	Dozens ...	3,800	1,500	4,000	1,600
Tibet (silk and wool) ...	...	...	...	200	300
Nails	Lbs. ...	200,000	1,666	120,000	1,200
Cotton goods, Swiss ...	,, ...	...	1,700	...	1,400
Cigarette paper	...	...	610	...	600
Brown ,, ...	...	...	580	...	600
Writing ,, ...	...	...	760	...	700
Flannel, coloured ...	Pieces ...	500	920	600	1,000
Yarn	Packages ...	900	680	1,00	760
Pins	...	...	640	...	700
Locks	...	...	440	...	400
Clothing	...	...	1,000	...	1,500
Books	...	...	1,100	...	1,000
Leather, Russian ...	...	...	1,000	...	1,200
Jewellery	...	...	950	...	710
Lucifer matches ...	...	...	850	...	810
Other articles	...	...	21,242	...	6,864
Total	...	...	202,988	...	205,894

TABLE showing the Total Value of all Articles Exported from Janina and Imported to Janina from and to Foreign Countries during the Years 1887–88.

Country.	Exports.		Imports.	
	1888.	1887.	1888.	1887.
Great Britain	..	..	101,998	103,000
Austro-Hungary ..	..	..	72,020	75,000
France	..	..	10,000	12,000
Roumania	..	..	1,880	2,500
Switzerland	..	..	5,700	6,000
Italy	..	..	6,500	5,500
Other countries ..	..	..	4,890	1,894
Total	90,075	106,500	202,988	206,394

Annex 12.—Return of all Shipping at the Port of Prevesa in the Year 1888.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Ottoman	946	7,285	25	17,000	971	24,285
Austro-Hungarian	7	641	109	41,580	116	42,221
Italian	7	570	...	...	7	570
Greek	642	13,080	232	88,393	874	101,473
Total	1,602	21,576	366	146,973	1,968	168,549
,, for the year preceding...	...	...	...	...	2,494	139,287

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Ottoman	946	7,285	25	17,000	971	24,285
Austro-Hungarian	7	641	109	41,580	116	42,221
Italian	7	570	...	...	7	570
Greek	642	13,080	232	88,393	874	101,473
Total	1,602	21,576	366	146,973	1,968	168,549
,, for the year preceding...	...	...	...	...	2,457	138,197

Return of Principal Articles of Export from Prevesa during the Years 1888–87.

Articles.		1888.		1887.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wool...	Lbs. ...	150,000	2,600	250,000	4,000
Skins...	Number ...	200,000	7,000	300,000	10,000
Butter	Lbs. ...	12,000	400	15,000	500
Olive oil	Barrels ...	4,000	6,000	1,200	1,800
Cheese	Lbs. ...	240,000	2,600	300,000	3,000
Fish	,, ...	180,000	2,200	150,000	2,000
Fish-roe	,, ...	7,000	1,000	3,000	400
Valonea	,, ...	35,000	120	50,000	200
Total		...	21,920	...	21,900

RETURN of Principal Articles of Import to Prevesa during the Years 1888–87.

Articles.		1888.		1887.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Leather	...	...	2,000	...	2,700
Cotton goods	Pieces ...	10,000	5,000	12,000	6,000
Woollen	,, ...	3,000	3,000	3,000	3,000
Sugar	Lbs. ...	380,000	3,400	425,000	4,000
Coffee	,, ...	80,000	4,500	100,000	4,300
Flour	,, ...	2,000,000	10,000	2,000,000	10,000
Petroleum	Cases ...	5,500	2,100	5,000	2 000
Timber	...	...	1,300	...	1,200
Paper	...	...	800	...	1,200
Other articles	...	...	5,385	...	6,220
Total		...	37,485	...	40,220

TABLE showing the Total Value of Articles Exported from Prevesa and Imported to Prevesa from and to Foreign Countries during the Years 1887–88.

Country.	Exports.		Imports.	
	1888.	1887.	1888.	1887.
	£	£	£	£
Great Britain	1,300	..	6,400	6,700
Austria-Hungary ..	9,520	12,000	18,000	24,420
France	1,800	..	5,200	5,000
Italy	2,000	2,600	2,100	2,750
Greece	1,200	1,000	1,000	1,350
Roumania	1,100	..	3,000	..
Other countries ..	5,000	6,300	1,785	..
Total	21,920	21,900	37,485	40,220

Annex 13.—RETURN of the Principal Articles of Export from Serres during the Years 1887–88.

No sufficiently reliable data procurable for this return.

RETURN of the Principal Articles of Import to Serres during the Years 1887–88.

Articles.	1888.		1887.	
	Quantity.	Value.	Quantity.	Value.
		£		£
Manufactures—				
Cotton, woollen, and silk	Not ascertainable.	86,100	Not ascertainable.	93,900
Sugar		31,000		30,000
Coffee		8,000		9,000
Other articles		67,150		89,450
Total	..	192,150	..	222,350

Annex 14.—TABLE showing the Total Value of all Articles Exported from Serres and Imported to Serres from and to Foreign Countries during the Years 1887–88.

Country.	Exports.		Imports.	
	1888.	1887.	1888.	1887.
			£	£
Great Britain	No reliable data procurable.	No reliable data procurable.	47,950	57,500
Turkey			35,000	40,000
Austria-Hungary			68,450	76,100
Belgium			6,000	7,000
France			5,100	6,550
Switzerland			20,000	23,000
Other countries			9,650	12,200
Total..	..	..	192,150	222,350

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 11 | 89—H & S 769)

FOREIGN OFFICE.

1890.

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No. 632.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

TURKEY.

REPORT FOR THE YEAR 1889

ON THE

AGRICULTURE OF THE VILAYET OF ADRIANOPLE.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

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No. 632.

TURKEY.

ADRIANOPLE.

Consul Cumberbatch to the Marquis of Salisbury.

Adrianople, November 15, 1889.

My Lord,

In compliance with instructions, I have the honour to forward herewith a Report on Agricultural Matters in the District of Adrianople.

I have, &c.

(Signed) H. A. CUMBERBATCH.

Report by Consul Cumberbatch on Agricultural Matters in the Vilayet of Adrianople in the Year 1889.

I. Preliminary Remarks.

Adrianople district, mainly agricultural.

The province of Adrianople is essentially an agricultural one; the general population gives itself up almost entirely to the cultivation of the soil and the rearing of cattle as the only means of gaining a livelihood, and the inhabitants of the towns trade on the results of the cultivators' labours, being themselves to a great extent owners of farms and vineyards.

Unsatisfactory state of things.

The actual condition of the agriculturist is by no means satisfactory, owing to several causes which have combined since the disastrous effects of the war of 12 years ago, to materially affect all classes in this district, and which may be summed up as follows, viz., insecurity of life and property, reduced prices of grain, cost and difficulty of transport of grain to ports of shipment, and the inefficacy of the agricultural banks.

Competition impossible.

Under such circumstances it is not to be wondered at that the efforts of native corn growers and others are paralysed, and that they are unable to compete successfully on European markets with the producers of other corn-growing countries.

II. Land.

Land classification.

The two great divisions of land in this province are "vacouf," or pious foundations, and "miri," or crown lands. There are several kinds of "vacouf" property, the revenues of which are supposed to provide for the wants of the State religion, public education, and charitable institutions, but for various causes peculiar to the religion and government of the country this tenure now comprises a great amount of property beyond the original grants for the purposes above-named. and is hardly distinguishable from "mulkh," or freehold property. The four great divisions of the "miri," or crown lands are "miri" proper, "mulkh" (freehold), "metrouké" (communal), and "mevat" (waste or unreclaimed).

Landed proprietors.

The farm properties vary greatly in size. In this district there may be about 10 of 25,000 acres, 20 of 12,500 acres, and the remaining mass of land may be apportioned among estates of from 500 to 2,500 acres. A peasant farmer will cultivate about 7 to 12 acres, but it is difficult to obtain even an estimate of the number belonging to this class. In fact, the figures given above are derived from private sources alone, as Government returns deal only with lands under actual cultivation.

Value of land greatly decreased.

The value of rural property has been greatly reduced of late years, and the prices vary from 2*l.* to 4*l.* per acre in the country, and from 8*l.* to 20*l.* per acre in the vicinity of towns, being as a rule one-fifth as much as the same lands fetched 15 or 20 years ago.

Land tenure.

Where the land is not cultivated by the owner himself it is let out to peasants or to larger farmers. The most common form of contract is called "ortaklik" (partnership), and is made for a short term, one year with a peasant, and three to six years with a farmer. Whilst the proprietor furnishes land, cottage, and seed, the cultivator provides labour, cattle, and implements. The annual produce, after payment of tithes, is equally divided. The foregoing conditions are subject to material changes at the option of the contracting parties, but the short term, most unfavourable to the tenant, is invariably insisted upon.

In many cases the cultivator instead of entering into the above contract of partnership, prefers to borrow a sufficient sum to enable him to carry on a year's farming operations. This is usually effected through usurers, who receive back either their money with heavy interest, or an equivalent share of the produce. Under the arrangement with the proprietor a tenant invariably ends by finding himself involved in debt, owing, not only to injustice and oppression, but often to his own improvidence, yet that state—which amounts to a position of comparative serfdom —is, perhaps, preferable to becoming the victim of the native "saraff," or Jewish money lender, by whom he is sure to be mercilessly plundered.

Nature of soil.

The nature of the soil varies according to the situation of the land, but on the whole it is naturally very rich and fertile, it is black, especially in the plains, and sandy.

The exact proportion of soil under cultivation is unknown, but it is calculated to comprise less than one-sixth of the cultivable whole, the rest being woodland, pasture, or wasteland. Extent of soil under cultivation.

The steady immigration of Mussulman subjects, chiefly agriculturists, from Bulgarian territory, tends gradually to increase the area under tillage. On arriving in this country, which they do several families at a time, allotments or crown lands are made over to them by the special emigration commission, or else they are settled on an uncultivated portion of the large farms. Increase due to settlers from Bulgaria.

III. Produce of the Soil.

The principal agricultural products of this district are wheat, rye, maize, barley, oats, canary seed, millet, linseed, aniseed, almonds, tobacco, wine, cotton, sesamum, broom, hempseed, vetch, vegetables, fruit, wood, and charcoal. List of products of the soil.

The cultivation of hard and soft wheat holds the first place, there being four other notable kinds of wheat grown. These are distinguished by the colour of the ear, viz., "karabashak" (black), "akdja" (white), "arnaout-bogdai," or Albanian wheat, called also "saribashak" (yellow), and "kizildja" (red), the last being a speciality of this district, and giving a superior yield. Wheat.

The average yield of wheat is from six to ten fold. In calculating this it is difficult to give more than a general idea of the returns, and in the figures used the net yield in medium soil is given, the loss of seed in sowing and thrashing being taken into account. The quantity of seed sown is about four bushels to the acre.

Rye, which is an important element in the nourishment of man and beast, is also cultivated upon an extensive scale, there being about one-third as much rye grown as wheat. The average yield is reckoned at from eight to ten fold. Rye.

Maize ranks with rye in importance, and receives very careful attention. A richer soil is required for its growth than for that of rye, and the yield is about 15 fold. Maize.

Barley is also in great favour, its yield is always superior to that of wheat because the best manured grounds are allotted to its culture, and give 12 to 18 fold results. About 10 years ago a sort of naked or stript barley—easily confounded with wheat and called "Peighamber-bogdai" (prophet's wheat)—was introduced from Asia and has given satisfaction, especially as regards the superior quality of the flour. A species of rath ripe barley is cultivated to some extent owing to its easy growth in impoverished or weedy soil, and to its comparatively abundant yield. It comes in useful for cattle as it is cheaper than other food. Barley.

Notwithstanding the fact that the cultivation of oats offers no difficulty and that the results are very good, being 10 to 12 fold, yet it is not given much attention. Oats.

The growth of canary seed (alpiste) is peculiar to Turkey in general, but especially to the district of Rodosto, and requires a deep but light soil. Owing to the remunerative results of a Canary seed.

successful crop, a moderate yield being 20 fold, it is extensively cultivated whenever the soil is suitable, and in many localities it forms the sole object of culture, whilst in others, notably Adrianople, a steady advance is visible. Great care has to be taken as to the choice of time for sowing, and a long drought proves fatal to the entire crop.

Millet. Millet is grown extensively as a favourite food for horned cattle and fowls. A beverage called "boza" is also made from this seed. The yield is very abundant, reaching as high as 40 to 50 and sometimes 100 fold.

Linseed. With rare exceptions the culture of the flax plant is limited to the districts of Gallipoli, Euzunkeupru and Kirk-Klisseh, where it is on the decline. It is only in the first-named place that any profit is derived from the stalk by the manufacture of sail-cloth.

Aniseed. Aniseed is grown in the Gallipoli region and serves in the making of the native brandy called "mastic." It is exported to France for mixing with various liqueurs, notably "anisette." On account of the increasing demand the cultivation of this plant is developing.

Tobacco. Whole districts are given up to the cultivation of tobacco, which is, perhaps, the most important branch of agriculture after that of the vine, and the most lucrative. What is called the "Adrianople district," for the purposes of the tobacco régie, includes a smaller radius than the extent of the vilayet of that name. In that zone three kinds of tobacco leaves are found, viz,, "Sultan-yeri," the first quality of Adrianople produce, worth a little over 5*d.* per pound to the grower. "Arda-boy," second quality, grown along the river Arda, price, a little over 3½*d.* per lb. Finally, "Kizil-deli" (along a river of that name) and Ova (plain are bracketted as third quality at 2*d.* per lb.

The annual produce is estimated at about 30,000 cwt., not comprising the contribution of Rodosto and Gallipoli, which is 6,000 to 7,000 cwts.

Before the establishment of the Government monopoly these two last places produced very little.

The four varieties named above are collected in the Adrianople depôt, and eventually distributed among the factories of Constantinople, Smyrna, and Salonica, to contribute towards making up the fourth, fifth, and sixth qualities supplied to the public, and a certain quantity is exported to Germany and Holland for pipe tobacco.

The most famous leaf is that of Xanthe (not included above), where about 30,000 cwt. are annually gathered. Certain fields of known villages provide the finest qualities, and the owners of these fields are known in the same way as those of famed vineyards are known to the wine trade of France, as for example, the "Yetim" (orphan) tobacco of the village of Kiretciller, which always commands a higher price than neighbouring growths.

The best tobaccos are made up into very small bales, called "ghiobek boktchas," at a cost of about 3*d.* per lb. to the purchaser, to be exported to Russia, Austria, Roumania and France, but the largest quantity is consumed in Turkey.

As yet no country is known to have been able to acclimatize the Xanthe tobacco, though trials have been made in Russia, Asia Minor, and elsewhere, with seeds of that famous plant.

Viticulture. Viticulture is not so popular in this district as is generally imagined, and though a decided progress has been made during the last eight years, it does not receive the attention deserved by a production which so richly repays intelligent care and skilful treatment. Besides suffering from most of the evils enumerated in the commencement of this report, as affecting agriculture in general, the vineyards are damaged by the ravages of goats and sheep, which, according to the custom of the country, are allowed to roam freely wherever their shepherds choose to lead them after the vintage. The annual produce of wine in abundant years may be roughly stated to be about 9,250,000 gallons, of which 75 per cent. is sent to other parts of the empire, or exported to France for blending with the vines of that country to give them body, colour, and alcoholic strength, whilst 25 per cent. remains for local consumption.

Owing to their suitable positions in hilly parts, and the nature of the soil, which is reddish in colour and is composed of a silicious mixture of clay and lime, the vineyards of the following districts supply the largest quantities of the wine exported:—Kirk-Klisseh about 40 per cent. of total, Miriofito 30 per cent., Aslan-Zalouf 10 per cent., Gallipoli 10 per cent., Souffly 5 per cent., and Gumuldjina 5 per cent.

Little or no progress has been made in the culture of the grape or in the manufacture of the wine, and the export trade is not what it should be. For the purpose of encouraging this industry the government last year abolished the export duty of 1 per cent. on native wines, and enacted that half of the local tax called "resmi miri" or 15 per cent. ad valorem, should in future be restituted on the fulfilment of certain formalities proving the landing in a foreign port. The suspension of commercial relations between France and Italy has stimulated the interest of French merchants in Turkish wines, and there appears no reason why, with proper care and skill, the quantity and quality of the local wines should not be materially developed so as to command a good trade with France and also England.

The superiority of the grape is undoubted, the alcoholic strength being 11° to 15° with 22 to 24 grammes dry extract, though this is surpassed in some wines; but this superiority is damaged by the backward and unenlightened manner in which the wine is made. The grave mistake lies in allowing the fruit to ripen too much, and a flavour too sweet for European taste is the consequence. This is mainly due to the custom that has always prevailed in Turkey of not gathering the grapes destined for pressing until the first week in October. This was to ensure the grape obtaining the fullest degree of sweetness for the fabrication of the sweet mixture called "petmess" for Turkish households where, as is well known, wine is forbidden. This restrictive measure was rescinded last year, and in future the growers may collect their grapes at will.

Another great obstacle to trade lies in the fact that wine dealers, who sell as rapidly as they purchase from growers, cannot guarantee to suppy twice wines identic in all respects.

Many owners of vineyards make better classes of wines for their own use, and though always sweet when new they lose that flavour after a few years in bottle, and turn into a sort of Madeira. These wines, which are kept for 30 years and more, are purchasable, the price being reckoned according to their age at an accumulative rate of 5*d.* per gallon, per annum.

A French gentleman farmer has been making a special study of the growth of the grape and the manufacture of wine in the Kirk-Klisseh district, with the object of ultimately devoting the whole of his capital and attention to this branch; after three years of practical experience he expresses himself as sanguine of success.

A company of Frenchmen started operations on a large scale on the sea of Marmora ten years ago, but owing, it is said, to inexperience and mismanagement the enterprise has proved a failure.

Phylloxera. So far the vineyards of this province have not been attacked by phylloxera, though mildew and other minor diseases do exist.

Sesamum. The sesamum plant is also peculiar to this country. The oil extracted from the seed is employed among the poorer classes more than olive oil because it is 25 per cent. stronger; mixed with sugar it makes a sweetmeat greatly relished. The yield is abundant, *i.e.*, 20 to 30 fold, but the cost of cultivation being great, and the consequences of a bad harvest ruinous if it is the only crop depended upon, sesamum is not very generally cultivated.

Broom. The broom plant is grown on a large scale, especially on flat ground bordering on rivers. It is sown after the early barley has been gathered and a double use is made of the plant, the upper stalks are made into brooms and the lower ones are used for roofing and for fences, whilst the seed is mixed with the food of horses and horned cattle during such times as the price of barley is high.

Hempseed. For the same reasons that affect the cultivation of the flax plant, that of the hempseed is also limited and is confined to the same districts as linseed. In the neighbourhood of towns the straw is preserved for mixing with plaster.

Vetch. There are two sorts of the common vetch or tare. One is called Fii, and the other Bourtchak. This grain is sown at the same time as hard wheat and comes in useful in winter as a healthy and solid food for horned cattle; yield 5 to 6 fold.

Vegetables. In the vicinity of large towns considerable plots are profitably worked by kitchen gardeners, generally of Bulgarian origin. In the outskirts of villages small vegetable gardens belonging to the peasants are always to be found, the produce being for their own use. The vegetables mostly grown are: Broad beans, French beans, onions, potatoes, cabbages, turnips, tomatoes, cucumbers, pumpkins, vegetable marrows, and red pepper. There are few or no fruit gardens or orchards planted and kept up expressly as such in order to draw profit from them alone, but fruit-trees are grown in the vineyards and vegetable gardens.

After grapes, the fruits produced are apples, pears, quinces, cherries, apricots, peaches, melons, walnuts, hazelnuts, almonds, plums, mulberries, and medlars, also figs on the sea coast. Fruit.

There is great room for improvement in the cultivation of both fruit and vegetables, which would find ready markets if the quality were to be improved by judicious pruning, grafting, and manuring.

With the exception of melons of both kinds, which find their way in great quantities to the capital, there is very little fruit sent to that market, as the railway charges are found to be too heavy.

Hay crops are abundant but very little is stored, for though Constantinople is within such easy reach, yet the government supplies of hay are procured from Italy and Russia, in preference to this district, where the quality of the hay is said to be coarser. Hay.

There being no effectual control over the wood-cutters and charcool-burners, their indiscriminate mode of operations have contributed, with the ravages of goats, towards destroying the forests. No timber is exported for building purposes, but the woods still remaining, supply the requirements of the towns for constructions and for fuel. Wood and charcoal.

IV.—Other Native Produce.

There are three kinds of wool, supplied by the sheep of this district. First, Kassapbaschi (wool collected after slaughter). Of this sort about 110,000 lbs. are produced annually giving 80 per cent. white and 20 per cent. dark material. 50 per cent. is classified as superior and 50 per cent. as inferior quality. Price about 5*d.* per lb. Second, Kirkmah (wool collected by shearing), about 825,000 lbs. obtained yearly, of which quantity 90 per cent. is white, and 10 per cent. dark. The proportion as to quality is 60 per cent. superior to 40 per cent. inferior. Price about 4¾*d.* per lb. Third Karakatchian (strolling shepherds). The amount derived from these sheep is about 68,750 lbs., of which only 25 per cent. is white and 75 per cent. dark, of one quality. Price 3*d.* per lb. This wool is used for making the native cloth called Shayak and is not exported like the two first two kinds which before the opening of the Suez Canal, went exclusively to France but now find their way to England and United States where better prices offer. Wool.

As stated in a former report, Adrianople was once one of the great centres for rearing silkworms, and great wealth was derived from sericulture and the manufacture of silk. The industry was ruined by the fatal disease which attacked all silkworms in this country about a quarter of a century ago, and the extensive mulberry plantations were uprooted to make way for more profitable undertakings. To give an idea of the former prosperity of this business, it may be mentioned that the silk tithe for this Sandjack fetched about 25,000*l.*, whilst it now brings in 5,000*l.* Silk-cocoons.

The rearing of silkworms was nevertheless, not entirely given up, a few peasants continuing to rear them. The production,

however was insignificant, little or nothing being exported, and that of an inferior quality. Of late years attention to this remunerative occupation has been revived by local firms, and there is a decided increase. This year's supply reached to about 1,000,000 lbs. of fresh cocoons, equivalent, when baked, to about 336,000 lbs. The towns of Adrianople, Souffly, Mustapha-Pasha, Ortakeui, and Demotica, are the centres of the principal mulberry plantations, the Souffly district alone producing about 40 per cent. of the total supply of cocoons. There are three varieties:—First quality, white, native; market price of fresh article about 9*d.* per lb. Second quality, yellow, French, about 7*d.* per lb. Third quality, green and greenish, Japanese, at about 6¼*d.* per lb.

The price of the dried article f.o.b., at the port of Dédéaghatch, whence it is mostly shipped, is given in annexed table of prices in general. Until three years ago the third or Japanese variety was the most extensively reared, but it has gradually diminished to 5 per cent. of the whole produce, its place being taken by the second quality, yellow, which figures for 75 per cent. and the first or white, 20 per cent.

40 per cent. of the cocoons goes to the local spinning factories, whilst the remaing 60 per cent. is sent to Italy and France, the first taking three-fourths and the latter one-fourth of the quantity exported. As was the case in 1888, it sometimes happens that when the harvest at Broussa fails to supply the demands of that market this district furnishes the deficiency and the foreign exportation is lessened.

The seeds for the first quality are brought from Broussa, and those for the other kinds, selected according to the Pasteur system, are sent from Italy and France by parties interested in the trade to their agents here for distribution among the breeders who undertake to deliver 15 to 25 per cent. of the results to the distributor.

There are only three steam spinning mills in the whole district; they are at Adrianople, and appear to suffice, with many smaller establishments, for the spinning of the silk required in the country, or exported to Italy, England, and France.

Skins.

The following is a list, with estimated numbers, of the various hides and skins forming the basis of an important branch of trade in 1889. Ox and cow, 3,000 pieces; buffalo, 2,000; lamb, 150,000; sheep, 40,000; kid, 150,000; goat, 35,000; hare, 60,000; martin, 250; fox, 2,000; ferret, 250; sable and lynx, 2,000; otter, 100.

The ox, cow, and buffalo hides, and a portion of the sheep skins, are taken up by local requirements. The destination of the majority of sheepskins and those of the other animals are given in the annexed table.

With the exception of those of kids and goats, which are salted, all the skins are sent away simply in a dried state.

V.—Domestic Animals.

In consequence of the vast pasture lands, the rearing of animals takes a prominent position in the rural economy of the province, and is one of the chief occupations of the country population. There is much room for improvement, as the most rudimentary process is still followed. As long as the ground has not been covered with snow or frozen hard, it is the rule to drive the cattle out to graze in the fields, and to pick up what they can find in the way of vegetation. In the severe months of winter, draught animals and milch cows get a handful of barley, maize, rye, or broomseed, mixed with chopped straw. Notwithstanding such unfavourable circumstances, the number of cattle of all sorts has increased since the havoc caused by the war of 1877–78, and the full requirements of agriculture are satisfied; whilst the price of meat is at a reasonable level, being a little over 2½*d.* per lb. The attempts made to introduce foreign breed have given negative results, as animals from other countries are unable to stand the meagre diet and the extreme heat of summer. Cattle rearing.

The sheep belong to the class called Kivirdjik, or the long and thin-tailed kind, which is a cross between the original native breed and the "ovis aries asiaticum," from Albania. The usual crop produced is from 2½lb. to 3 lb. of wool per animal. The cheese called "kashkaval," made with goat's milk in this district, is considered the best of its kind. Sheep.

There are two species of oxen distinguishable by difference in size, the smaller sort is found in the mountain regions, and the larger one belongs to the plains. They are excellent draught animals either at the plough or the cart. Oxen.

The buffaloes are dispersed all over the country, and are very useful substitutes for oxen. The only drawback is that they cannot do much work in summer, as they feel the loss of their daily bath through the drying up of the watercourses. To keep them cool, and to protect them from flies, a thick layer of mud is often plastered over them. In winter they get warm covering and better stabling than is allotted to the ox. Buffaloes.

Two pairs of buffaloes will do the work of three pairs of oxen. Buffalo's milk is very rich, and makes excellent cream and butter.

The horses are of a small kind, the Bosnian breed predominating. They are not much to look at, but they have great powers of endurance, and stand the climate. They are employed as cart horses, and in treading the grain on farms; the animals required for the army come from Hungary. Horses.

The mules belong to a small race, and are very common in the hilly regions, where they are the sole means of transport. Mules.

Asses are of the small kind common to Europe in general. Asses.

The cattle and sheep in this district are comparatively free from disease at the present moment. The foot-and-mouth disease makes its appearance every autumn and winter, but not on a large scale. Sheep-pox is annually reported as existing here and there, Cattle diseases.

but it does not spread to any alarming extent. A form of lung disease is prevalent among the goats, and is due to the dampness of the pasture lands.

VI.—Methods of Cultivation.

Agricultural implements.

The methods of cultivation are the most primitive, little or no advance having been made in the introduction of improved implements; and, owing to the wasteful mode of sowing and thrashing, the net profit per acre is not so great as it should be.

Ploughs.

There are two ploughs in use—one for one or two pairs of oxen, and the other for six pairs. They are made entirely of wood, with the exception of the share and coulter; often nothing more than a curved branch of a tree, with a piece of iron as the share, is met with.

Leaving aside their strong dislike to innovations, the peasants prefer the rude utensil, made in the country, to foreign metal ones, not only for its cheapness, and the facility with which repairs can be effected on the spot, but also because they find it requires less trouble to manage. The iron or steel plough, chiefly a light, English article, is found on most farms of any importance; but the wooden one is retained for ploughing when the ground is heavy.

Harrows.

The use of the harrow is by no means universal. The seed is generally sown broadcast before the land is ploughed for the second time, and the plough afterwards covers it with the furrow; by this system the seed is supposed to be better protected against the long, hard frost. Small seeds sown in spring are covered over by means of a board.

Reaping.

In cutting the grain crops, the old fashioned sickle is employed, except on some few farms, where English or American reaping machines are worked. Hay is mown with the scythe.

Thrashing.

The separation of the grain from the ear, and the manipulation of the straw, are effected by a flat thrashing-board, armed underneath with short thick teeth of stone, being drawn over the outspread crop by a pair of horses, the tread of whose feet materially helps in the operation.

Winnowing.

The winnowing of the grain is long and tedious business, depending on the wind, and is carried on by means of shovels, rakes, &c.

Pitchforks.

In handling the hay and other crops, wooden forks, made from brushwood, are used.

Ricks.

The art of making ricks is unknown.

Machinery.

Numerous attempts have been made from time to time by importers, to advance the employment of agricultural machinery, but, though it has been found that a saving of 60*l.* can be effected on every 100*l.* by the use of machinery, they have been unsuccessful, and in the few instances where it has been done it has been either on State farms or on those held by foreigners. The native agriculturist has a great aversion to changes of any kind, and is likewise unable to make any considerable outlay for the purchase

of expensive implements. He rests content with deriving the most gain possible at the smallest outlay, and with the same methods practised by his ancestors.

The absence of mechanics and fitters, to work and repair the machines, and the inability of most farmers to provide additional wearing parts to cover three or four year's use, are other reasons to account for the absence of foreign machines.

The roughness of most grounds, owing to the absence of the harrow, renders the use of the reaping machine almost impracticable.

English thrashing and straw chopping machines and engines have been from time to time imported, the price, all complete, ranging from 300*l.* to 400*l.*; but there are few landed proprietors inclined to make an outlay of such sums, 100*l.* being the highest figure to which the generality of practical farmers would venture.

Rotation of crops.

There is no fixed plan followed for the rotation of crops, the one generally adopted is that of cultivating the same soil for three years running, hard wheat being grown the first, soft wheat the second, and rye, oats, or other grain the third year. After this the land is allowed to lie fallow for three or four years. When the land has been newly cleared, maize is grown for several years continuously to reduce the natural richness of the soil before wheat can be sown, and the general rule, when a wheat crop is wanted, is to grow maize the preceding year.

Manures.

Nothing is more backward than the system of manuring, the greater portion of the fields are never manured, as the natural richness of the soil is relied upon to suffice for the time being. The annual overflowing of the rivers, and the alluvium thereby deposited, add to the fertility of the land in the inundated districts. Barley fields are manured every year with horse or cow dung, and for that purpose lie near towns and villages.

Tobacco fields also require yearly a strong fertilisation with sheep and goats' dung.

Vegetable gardens receive most attention, every kind of natural fertiliser being used.

Vineyards get a little manure every four or five years.

Chemical manure was introduced for the first time last year by the Inspector of Agriculture in one or two places.

Irrigation.

Irrigation and drainage, as understood in Europe, is quite unknown. Vegetable gardens are irrigated to a certain extent. For this purpose the water of a neighbouring stream is made use of; in its absence the very ancient concern called "dolap" is used. The dolap, found all over the East, is a big wooden wheel, revolving inside a large well; the water is brought up by means of square wooden buckets fixed on to one side of the wheel. The facility of effecting repairs and the small cost render this machine very useful.

Agricultural schools.

Twelve years ago agricultural schools or model farms were unknown, and it is only since the late war that the Government have opened a few. So far they do not appear to have fulfilled the expectations of the promoters, and their failure may be reasonably explained by the fact that most of the directors are

natives or foreigners educated in the agricultural systems of Western Europe, which are not readily adaptable to Turkey. They have further to deal with the apathy, if not opposition, of the provincial authorities, who, with rare exceptions, have a strong dislike to anything in the way of progress.

VIII.—General Notes.

Taxation of farm produce.

The only direct duty levied on farm produce is the tithe tax; this was formerly calculated at the rate of 10 per cent., or the equivalent in cash, until 1884, when it was raised to 11¼ per cent., the additional 1¼ being for the support of public schools and agricultural banks. The tithes, when paid in nature, have to be conveyed by the contributors to the nearest government store house. Vegetables pay in cash at a rate fixed by the collectors in advance.

An excise duty (called "resmi-miri") amounting to 15 per cent., ad valorum, is levied on wine.

Taxation of animals.

Only sheep, goats, and pigs pay a contribution of about 7*d.* per head per annum; all other animals are free from taxation, a small sum (5*d.*), being levied at the sale.

Food of labouring classes.

The diet of labourers in towns and villages is very frugal and inferior to that of the same class of men in the rest of Europe, The town labourer feeds himself during the day on a loaf of bread with a little fruit added thereto in summer, and a slice of cheese or a few olives, or only an onion, in winter; at the end of the day's work his meal consists of a dish of vegetables, seldom accompanied by wine; the Mussulman labourer never drinks wine, but has several cups of black coffee in the course of the day.

The villager and farm hand get a soup mixture made of flour, water. and oil of sesamum, with a flavour of onion, and bread, as a morning meal; at midday they eat a small loaf of bread with a few olives, or onions, or with a pinch of salt or red pepper; the morning meal is repeated in the evening, meat being tasted perhaps six or eight times a year, on grand feast days, and dried fish occasionally. The bread is made of maize or millet, especially the latter, which is found much more satisfying.

In some places potatoes have been introdueed, but have not been appreciated.

Bread soaked in whey from the churn is a common dish in summer, and garlic, washed down by weak vinegar is much consumed by reapers during harvest time.

Non-Mussulman producers of wine put a barrelful aside for home consumption, and do not replenish the supply when terminated, but buy a small quantity on great festivals. They prefer taking an occasional glass of "raki" (brandy) at the village tavern.

Price of labour.

Though arrangements differ in some localities, the labourers attached to a farm usually receive about 7*l.* 7*s.* per annum, including their food and sufficient hide to make several pairs of sandals.

The men employed periodically receive from 6*d.* to 8*d.* per

diem and their food. For the harvest men are engaged through a foreman called "dragoman," who undertakes the whole work for a lump sum. Reapers get about 1*s.* 8*d.* per diem. The latter are inhabitants of hilly and less fertile districts and gipsies to whom the farm fare appears sumptuous; they have a custom of measuring themselves round the neck before and after the harvest, to see how much they have "put on" during that time. Reapers.

Annual fairs of moderate importance take place at Adrianople, Souffly, Ferré, Tchorlou, Kirk-Klisseh, Euzun-Keupru. and Keshan. The objects offered for sale, besides cattle, are ordinary farm implements, farm produce, and common articles of apparel of native manufacture. Fairs.

Though agricultural banks do exist, they have been made very little use of by the peasant farmer, not only on account of their mismanagement, but also because of the formalities, delays, and difficulties which have to be gone through before the required loan at 6 per cent. interest is accorded. A borrower prefers to deal with the village usurer, though a much higher rate of interest is exacted, but he has no formalities to go through, and every facility is given for the repayment of his debt in kind if convenient. Recently a reformation has taken place in the working of the banks, and greater facilities are now offered, but the remedy has come too late, as the peasants and farmers are now too deeply involved with the usurers to be able to break their bonds, and it will take some years before the full effects of this state aid will be appreciably felt. Agricultural banks.

This year the project of forming a Chamber of Commerce and Agriculture at Adrianople has again been seriously discussed between the government and the prominent members of the trading community. If the contribution demanded by the latter is granted by the government a chamber composed of 12 members will be formed. Their first endeavours will have to be to bring about lower rates for the transport of local produce, the amelioration of the roads, the encouragement of small native industries, and the introduction of improved implements of agriculture, as the first steps towards bettering the actual condition of things and developing the natural richness of the country. Chamber of Commerce and Agriculture.

IX.—Harvests of 1889.

The winter of 1888–89, though long, was not very severe, and the autumn-sown crops suffered no damage from frost. In some parts injury was done by the overflowing of the River Maritza in February. The spring set in early, and the warm weather combined with rain to bring forward the early crops, but, at the same time, it encouraged a superabundance of weed vegetation. On the whole, the harvests were greatly superior to those of the preceding year, which was, however, the most unfavourable season known for a long time.

The tithes were farmed under conditions very advantageous

to the Treasury, though it has since turned out that the interested parties had raised their expectations too high.

The following notes refer to the different crops as compared with those of last year.

Hard and soft wheat, quality very good and better, quantity about double.

Rye, both quantity and quality average like 1888.

Barley, quality inferior, but supply the same.

Oats, quantity and quality only average, though an improvement on 1888.

Maize, better in both respects.

Canary seed (alpiste), very abundant and good, about 20 per cent. more.

Linseed, better crop, though only average.

Sesamum, very abundant, about 30 per cent. above 1888.

Tobacco, increased supply.

The vintage appears to have furnished a better quality of grape, but the amount of wine produced will not be so great.

With the exception of oats and linseed the prices of all the above cereals are from 10 to 15 per cent. inferior to those quoted this time last year. Taking 100 as representing the area cultivated in 1889 for the four principal products, wheat covered 60 per cent. of that area, and produced six-fold results on an average; barley, 20 per cent. with ten-fold yield; rye, 10 per cent. producing nine-fold yield; and finally oats, 10 per cent. and ten-fold yield.

List of Articles of Produce with Average Prices current at Adrianople in September, 1889.

Articles.	Prices f.o.b. at Port of Dédéaghatch.		Market Prices.		Countries chiefly Exported to.	Remarks.
	Local Quotations.	English Equivalents.	Local Quotations.	English Equivalents.		
Wheat, hard	20 to 20½ pias. per kileh.	*s. d.* *s. d.* 26 8 to 27 4 per quarter	4 pias. less than f.o.b. pr.	*s. d.* 1 4 less per qr. than f.o.b. price	Greece, and in small quantities, Italy	
,, soft	19 ,, ,,	25 4 ,,	4 ,, ,, ,,	1 4 ,, ,,	United Kingdom ,, ,, France	
Rye	12 12½ ,, ,,	16 0 16 8 ,,	4 ,, ,, ,,	1 4 ,, ,,	,, ,,	
Maize	12 12½ ,, ,,	16 0 16 8 ,,	4 ,, ,, ,,	1 4 ,, ,,	,, ,, France and Greece	
Barley	12½ 13 ,, ,,	16 8 17 4 ,,	4 ,, ,, ,,	1 4 ,, ,,	,, ,,	
Oats	10½ 11 ,, ,,	14 0 14 8 ,,	6½ to 7½ pias. per kileh.	8 8 to 10 0 per quarter	,, ,,	
Canary seed	20 ,, ,,	26 8 ,,	15 16 ,, ,,	20 0 21 6 ,, ,,	Exportation insignificant	
Millet	11 12 ,, ,,	14 8 16 0 ,,	7 10 ,, ,,	9 4 13 0 ,, ,,	,, ,,	
Linseed	22 25 ,, ,,	29 4 33 4 ,,	20 22 ,, ,,	26 8 29 4 ,, ,,	,, ,,	
Aniseed	3 ,, per oke	0 2 per lb.	3 ,, per oke.	0 2 ,, lb.	,, ,,	
Almonds	...	...	10 12 ,, ,,	0 7½ 0 8½ ,, ,,	United Kingdom, United States, France	
Wool, "Kassapbaschi"	8 ,, ,,	0 6 ,,	7 ,, ,,	0 5 ,, ,,	,, ,, ,, ,,	
,, "Kirkmah"	7½ ,, ,,	0 5½ ,,	6½ ,, ,,	0 4½ ,, ,,	,, ,, ,, ,,	
,, "Karakatchian"	5 ,, ,,	0 3¾ ,,	4 ,, ,,	0 3 ,, ,,	France, Italy	The price f.o.b. is that of dried, and the market price is that of the fresh cocoon
Cocoons, white	11½ francs per kilo.	4 2½ ,,	12½ ,, ,,	0 9 ,, ,,	,, ,,	
,, yellow	10½ ,, ,,	3 9 ,,	10½ ,, ,,	0 7 ,, ,,	,, ,,	
,, green	9½ ,, ,,	3 7 ,,	8½ ,, ,,	0 6½ ,, ,,	No exportation	
Skins, ox	5 p.c. above market price	5 p.c. above market price	75 ,, per piece	12 6 ,, piece	,, ,,	
,, cow	,, ,, ,,	,, ,, ,,	50 ,, ,,	8 4 ,, ,,	,, ,,	
,, buffalo	,, ,, ,,	,, ,, ,,	125 ,, ,,	20 10 ,, ,,	Austro-Hungary, Germany	
,, lamb	8 pias. per piece	1 4 per piece	5 p.c. less than f.o.b. pr.	5 p.c. less than f.o.b. price	France ,, ,, France	
,, sheep	7½ ,, ,,	1 3 ,,	,, ,, ,,	,, ,, ,,	,, Austro-Hungary, Germany	
,, kid	11½ ,, ,,	1 11 ,,	,, ,, ,,	,, ,, ,,	,, ,, ,,	
,, goat	8½ ,, ,,	1 5 ,,	,, ,, ,,	,, ,, ,,	,, ,, ,,	
,, hare	2 ,, ,,	0 4 ,,	,, ,, ,,	,, ,, ,,	,, ,, ,,	
,, martin	50 ,, ,,	8 4 ,,	,, ,, ,,	,, ,, ,,	,, ,, ,,	
,, fox	13 ,, ,,	2 2 ,,	,, ,, ,,	,, ,, ,,	,, ,, ,,	
,, ferret	8½ ,, ,,	1 5 ,,	,, ,, ,,	,, ,, ,,	,, ,, ,,	
,, sable	6½ ,, ,,	1 1 ,,	,, ,, ,,	,, ,, ,,	,, ,, ,,	
,, lynx	6½ ,, ,,	1 1 ,,	,, ,, ,,	,, ,, ,,	,, ,, ,,	
,, otter	48 ,, ,,	8 0 ,,	,, ,, ,,	,, ,, ,,	,, ,, ,,	
Tobacco "Sultan-yeri"	...	...	7 pias. per oke.	0 5 per lb.	Russia, Austria, Roumania, France	
,, "Arda-boy"	...	...	5 ,, ,,	0 3½ ,, ,,	,, ,, ,, ,,	
,, "Kizil deli" and "Ova"	...	...	3	0 2 ,, ,,	,, ,, ,, ,,	
Wine	...	...	1 to 1½ ,, ,,	0 5 to 0 7½ ,, gallon	France	
Cotton	...	...	10 11 ,, ,,	0 7½ 0 8 ,, lb.	Little or no export	
Sesamum	...	...	2 3 ,, ,,	0 1½ 0 2 ,, ,,	,, ,,	
Broom, seed	...	...	5 8 ,, per kileh.	0 10 1 4 ,, bushel	,, ,,	
,, stalk	...	...	1 2 ,, ,, oke	0 0½ 0 1½ ,, lb.	,, ,,	
Hempseed	...	...	2 3 ,, ,, ,,	0 1½ 0 2 ,, ,,	,, ,,	
Vetch	...	...	10 20 ,, ,, kileh.	0 0½ 0 0½ ,, bushel	,, ,,	

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Printers in Ordinary to Her Majesty.
(75 1 | 90 —H & S 782)

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No. 651.

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TURKEY.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF THE ISLAND OF SAMOS.

Presented to both Houses of Parliament by Command of Her Majesty, MARCH, 1890.

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No. 651.

TURKEY.

SAMOS.

Consul Marc to the Marquis of Salisbury.

My Lord, *Samos, le 1 février* 1890.

J'ai l'honneur de transmettre ci-joint à votre Seigneurie mon rapport commercial de l'année 1889.

J'ai, etc.

D. L. MARC.

Rapport Commercial de l'année 1889.

Pendant l'année qui vient de s'écouler les prix des produits du pays ont considérablement diminué sur les marchés consommateurs.

Les raisins-secs et les vins, qui sont la ressource la plus considérable du pays, ont baissé en France et en Allemagne, et les demandes même se faisaient à de longs intervalles.

Cependant depuis quelque temps il y a eu sur ces deux articles une animation assez sensible. Cette animation a surtout pour objet les marchés français qui importent ces dernières années des quantités considérables de vins et de raisins-secs de Samos, car la mesure prise par le Gouvernement français de frapper d'une forte surtaxe les vins et les raisins-secs de Turquie à partir du 1 mars 1890, force les consommateurs français à s'approvisionner de quantités plus considérables que d'ordinaire, de ces produits avant l'expiration du délai où le décret du Ministère français atteindra ces articles.

L'Italie importait aussi beaucoup de vins de Samos, soit directement soit par Trieste, et les introduisait à son tour en France, mais la guerre de douanes qui se font ces deux pays a arrêté ces échanges qui se bornent actuellement à peu de chose.

Trieste importe aussi des vins et des raisins-secs de Samos, qu'il dirige sur les marchés intérieurs de l'Autriche-Hongrie, et dans quelques parties de l'Allemagne. Ce dernier pays importe aussi directement, par ses ports du nord, Bremen et Hamburg, quelques quantités de vins de Samos.

Les autres produits de l'île consistent en caroubes que l'Italie et la France consomment principalement, et en huile d'olives dont la récolte ayant lieu tous les deux ans est consommée par la Turquie, la Grèce, l'Egypte, les îles de l'Archipel, et Samos même.

Pour ce qui est de l'importation, cette île se fournit de manufactures et d'objets en fer d'Angleterre, de riz des Indes, connu ici sous le nom de riz anglais.

Trieste lui envoie du bois de construction et des quincailleries allemandes, ainsi que des coloniaux dans lesquels Marseille entre aussi pour une bonne part.

La Turquie fournit Samos de blés, de la farine, et des peaux brutes que les mégissiers du pays travaillent ici, ce qui constitue la plus grande industrie locale.

Depuis une dizaine d'années le mouvement maritime s'est accentué d'une façon tout-à-fait inattendue, alors qu'il y a quelques années deux vapeurs touchaient à Samos par semaine, actuellement on peut dire sans exagération que trois ou quatre vapeurs y touchent journellement, et donnent à ce port un mouvement inaccoutumé. La marine anglaise entre annuellement dans ce mouvement pour 193 vapeurs de poste, et pour 7 vapeurs de fort tonnage à l'époque des récoltes qui chargent des produits du pays pour le nord de la France et le nord de l'Allemagne.

Puis vient la marine autrichienne avec 104 vapeurs de poste.

La marine turque compte aussi une centaine de vapeurs caboteurs de petit tonnage, ainsi que la marine grecque dont les vapeurs caboteurs atteignent 120 voyages annuels. Dix à douze vapeurs hollandais de fort tonnage touchent à Samos à l'époque des récoltes, ainsi que sept à huit vapeurs francais.

Le chiffre des importations durant l'année 1889 a été de 179,000*l.*, et celui des exportations de 193,000*l.*

(Translation.)

Consul Marc to the Marquis of Salisbury.

My Lord, *Samos, February* 1, 1890.

I HAVE the honour to transmit to your Lordship, herewith, my Commercial Report for the year 1889.

I have, &c.

(Signed) D. L. MARC.

Commercial Report for the Year 1889.

During the year just closed the prices of the products of the country have considerably fallen in the consumers' market.

The demand for dried raisins and wine, the chief products of the island, has fallen off in France and Germany, and long periods elapse between orders.

There has, however, of late been an active business in the two articles. This activity aims especially at the French markets, which, in past years, imported large quantities of wine and dried raisins from Samos, for the measures taken by the French Government of imposing a heavy duty on Turkish wine and dried raisins from March 1, 1890, obliges French consumers to lay in a larger stock of these provisions than usual, before the period elapses when the decree of the French Ministry affects them.

Italy also used to import a good deal of Samos wine, either direct or by way of Trieste, and in her turn introduced them into France. But the tariff war between these two countries has diminished the trade, which now amounts to very little.

Trieste also imports wine and dried raisins from Samos for consumption in the internal markets of Austria-Hungary, and in certain parts of Germany. The last-named country also imports direct a certain quantity of Samos wine at its northern ports, Bremen and Hamburg.

The other products of the island comprise caroub beans, chiefly consumed by Italy and France; and olive oil, of which there is a crop every other year, consumed by Turkey, Greece, Egypt, the Islands of the Archipelago, and Samos itself.

As regards imports, this island is supplied with English hardware goods, and rice from India, known here under the name of English rice.

Trieste supplies wood for building, and German ironmongery wares, as well as Colonials, in which Marseilles figures prominently.

Turkey supplies Samos with wheat, flour, and raw hides, which the native tanners prepare here, and which is indeed the chief local industry.

In ten years shipping has increased quite unexpectedly. For some years only two steamships a week called at Samos, while now it is no exaggeration to say three or four call daily, and impart an unusual activity to the port. 193 English postal steamers call annually, and seven large steamers at harvest time to convey the products of the country to the north of France and Germany.

Austria ranks next with 104 postal steamers.

Turkey has 100 small coasting steamers, and the Greek coasting steamers make 120 voyages a year. From 10 to 12 large Dutch boats call at Samos at harvest time, as well as 7 or 8 French steamers.

The value of imports during the year 1889 was 179,000*l.*, and that of exports 193,000*l.*

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 3 | 90—H & S 809)

FOREIGN OFFICE.

1890.

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No. 689.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

TURKEY.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF TREBIZOND.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 549.

Presented to both Houses of Parliament by Command of Her Majesty,
MAY, 1890.

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Reference to previous Report, Annual Series No. 549.

TURKEY.

TREBIZOND.

Consul Longworth to the Marquis of Salisbury.

My Lord, *Trebizond, March* 22, 1890.

I HAVE the honour to enclose herewith my Report on the Trade and Commerce of the Trebizond Vilayet for the year 1889.

I have, &c.

(Signed) HY. LONGWORTH.

Report on the Trade and Commerce of the Trebizond Vilayet for the Year 1889.

TRADE.

Trade. The aggregate trade of the vilayet of Trebizond may be valued at 2,024,115*l.* for exports, and 2,966,760*l.* for imports, by adding to the annexed tabulated totals for Trebizond and Samsoon a rough estimate of the trade at Rizeh, Tripoli, Kerassond, Ordoo, and Unia.

Exports The Anatolian products, as well as those of the Black Sea littoral, were unusually plentiful, being thus the means of improving the export trade in general, which at Trebizond alone shows an increase, without that of Persia, of 157,870 cwts. and 14,210*l.*, and at Samsoon 1,112,345 cwts. and 403,500*l.*

Such articles as have not been affected by the normal fluctuations of trade may be given as follows:—

Beans. Increase in haricot beans due to good crops is perceptible, half of which export has, as usual, been sent to France, and thence to other countries as French beans.

Box-wood. Decrease to almost a nullity in the export of box-wood arises from its not having been a profitable article of trade in Europe.

Cattle. Increase in the exportation of cattle from the interior would have been greater owing to good prices at Constantinople, had accommodation been afforded by steamers for the conveyance of sheep at the ordinary freight of from 2*s.* to 2*s.* 6*d.* per head.

Hazelnuts. Increase to double the quantity in the import of hazelnuts, out of proportion to value, is consequent on low prices. About 57,560 cwts. (34,536*l.*) have been shipped to England, against 9,456 cwts. (7,565*l.*) in 1888.

Linseed, &c. Decrease in linseed cultivated of late years is observable, whereas rapeseed is only now beginning to figure as an article of export from the interior, to the amount of 2,440 cwts., sent exclusively to France.

Manganese. Increase in the shipment of manganese from the mine of Pirghi, near Surmeneh, has been comparatively great, and will probably be greater if operations are not stopped by a lawsuit pending between the capitalist and the grantee of the concession.

Tobacco. Increase by some 5,000 cwts. (21,300*l.*) in the export of tobacco is due to better crops and higher prices in Europe, as well as in Egypt.

Wheat, &c. Increase by 8,740 cwts. (3,855*l.*) in the export of wheat and flour is below what it should have been, owing to the lack of easier means of transport from the interior, where the crops have been exceptionally abundant.

Persian exports. The transit trade from Persia, viâ Trebizond, shows an increase of 5,525 cwts. (42,255*l.*), due chiefly to a greater demand of carpets by 22,415*l.*, and raisins by 6,115*l.*, of the total quantity of which 6,026 cwts. (7,230*l.*) stands as the export of the dried fruit to England, against 980 cwts. (1,372*l.*) in 1888, so that, notwithstanding low prices, merchants have been able to retrieve their losses of the preceding year.

Imports. The import trade at Trebizond, without counting that in transit to Persia, figures by an increase of 147,780 cwts. (242,330*l.*), and at Samsoon 1,835 cwts. (304,260*l.*), which can only be accounted for by a greater demand for European commodities, consequent upon a rich harvest having pecuniarily improved the condition of the people.

Copper. Increase in the import of copper was brought about by low prices in England, which, during the earlier months, ranged from 50*l.* to 56*l.* per ton, while toward the end of the year, rising as it did from 67*l.* to 70*l.*, the importation of the article entirely ceased.

Cotton goods. Increase in cotton goods stands at 32,275 cwts. (167,820*l.*), of which 31,104 cwts. (160,864*l.*) is the share of Great Britain to the loss of Russia, as English manufacturers are now imitating successfully the Muscovite textiles of dearer prices known as pomaze, sedetz, &c, though, owing to durability of colour, German red pomaze is being preferred to that brought from the United Kingdom.

Indian corn, &c. Increase in Indian corn, wheat, &c., imported at Trebizond, affects only the Samsoon and neighbouring districts, without benefiting in any way either Russia or any other foreign country.

Tea. Increase by about 1,140 cwts. (7,200*l.*) in the import of tea is due to its replacing coffee as a beverage among the inhabitants of Anatolia.

Tobacco. Decrease by one-third in the importation of cut tobacco and cigarettes is to be explained only by smugglers having had a free time of it, consequent upon the guards of the Regie being no longer allowed to use arms except in self-defence.

Yarns. Increase by 6,400*l.* in the import of chiefly English yarns,

arose from cotton having been used more extensively in the making of cheap native stuffs.

Imports for Persia.

The imports by transit to Persia show an increase of 10,635 cwts. (68,450*l.*); cotton goods from the United Kingdom figure as 450,940*l.*, against 426,580*l.* in 1888; tea, 102,000*l.*, against 72,240*l.*; and other articles, 21,100*l.*, against 16,120*l.*, which present in the aggregate an increase of British imports, viâ Trebizond to Persia, of 59,100*l.*

Samsoon trade.

The trade at Samsoon, given in the annexed tables, manifests an increase in exports of 1,112,345 cwts. (403,500*l.*), and in imports 1,835 cwts. (304,260*l.*). The increase in exports, and consequently in imports, was due to the abundance of the local crops, together with that of wheat from the Sivas plains, maize from the Charshamba district, oats from Kavak, and tobacco from Bafra.

Shipping.

Shipping.

The general shipping at the port of Trebizond appears at a decrease of 22 vessels (2,919 tons), and at Samsoon at an increase of 119 vessels (21,203 tons).

British shipping.

The suggestion that regular steamship communication be established between England and these ports, reiterated so often in former reports, though disregarded by British companies, has been taken up by the Messageries Maritimes, which now run with profitable results a fortnightly line of steamers to and from London and Trebizond.

It is surely an anomaly that the shipping trade with the United Kingdom, including that with Northern Europe, should still be carried on mostly in foreign bottoms, representing, as it does for Trebizond alone, 190,412 cwts., out of 454,230 cwts., in imports, and 102,044 cwts., out of 535,274 cwts., in exports. It is a matter of regret, moreover, that such English steamers as did call here not only lacked systematic punctuality, but failed in some instances to keep their engagements, to the great discredit of British shipping at Trebizond.

Industries.

Anchovies.

The anchovy fishing was an exceptionally abundant one, and hence the salting of the fish was carried on to a much greater extent. No English firms, however, benefited by this, as they had all decided to deal in this article a little too late for the winter hauls of 1888–89.

Porpoises.

The catch of porpoises was also comparatively large, and the export of the oil would have been greater had prices in Europe, and especially in Austria, been more favourable. In connection with this industry it may be remarked that the utility of spreading commercial information through the medium of the public press is instanced by the receipt at this Consulate of a letter from the Fiji Islands, sending samples of and requesting particulars about porpoise teeth, which, apparently, are still extensively worn by natives in that part of the globe.

Native stuffs.

The manufacture of linen and cotton cloths is going down considerably, as the inhabitants are turning now to cheap foreign stuffs, while native silk textures have lost in value, owing to their being now much less in vogue.

Agriculture.

Crops.

The yield of the crops, as already stated, was exceptionally good throughout the province in general, and its western districts in particular, in many parts of which the harvest has been more than double that of preceding years.

Tithes.

The sale by Government of the tithes to the highest bidders was the cause of great abuse, and the subject of ceaseless complaints, owing to the lawless and arbitrary manner in which their collection was effected.

Public Works.

Roads.

As usual, there is little or nothing to mention respecting public works. The repairs of the highways were, on the whole, inadequately carried out, and a few miles only were constructed in extension of the Gumuskhane-Erzinghian, the Tripoli-Erzinghian, and the Samsoon-Bafra roads.

General Remarks.

References.

It remains to be observed under the heading of general remarks that such as are interested in the commercial status of this vilayet would do well to read up the last five years' reports, and, if necessary, to apply to this Consulate for further particulars on any specific article of trade.

RETURN of the Principal Articles of Export from Trebizond during the Year 1889.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
Anatolian trade—	Cwts.	£	Cwts.	£
Beans	55,710	22,285	44,890	17,955
Boxwood	..	..	9,290	1,450
Cattle (81,470 sheep, &c.)	81,470	48,885	59,000	47,200
Fruits and vegetables	18,620	6,550	22,470	7,915
Gallnuts and gums	1,290	5,160	975	3,905
Glue	4,145	3,310	4,315	3,020
Grits	345	1,375	545	2,395
Hazelnuts	143,760	78,175	71,330	57,065
Hides, skins, and furs	6,090	21,915	5,695	17,080
Indian corn, bran, &c.	41,265	8,250	50,085	11,485
Linseed and rapeseed	23,090	8,315	32,740	13,095
Linen and hemp	895	7,165	1,330	10,640
Manganese	32,000	3,200	6,600	660
Mohair	510	1,525	380	1,520
Provisions	18,490	36,580	17,855	32,860
Porpoise oil	10,110	6,065	8,050	4,830
Tobacco	25,100	51,400	20,070	30,075
Walnutwood	1,690	6,065	4,740	9,380
Wax	520	2,610	380	1,520
Wheat and flour	18,180	7,270	9,440	3,415
Wool	580	1,160	1,420	2,840
Other articles	22,940	26,875	36,330	59,629
Total Anatolian exports	506,800	354,135	348,930	339,925
Persian transit trade—				
Carpets	6,620	79,415	5,700	57,000
Cocoons	135	6,040	312	18,720
Fruit (dried, raisins, almonds)	9,025	11,610	2,360	3,720
Gallnuts and gums	310	1,850	595	2,385
Silk stuffs, shawls, &c.	795	63,680	440	35,200
Skins, goats	610	1,830	1,080	3,240
Tumbéki (Persian tobacco)	25,875	103,595	25,650	102,600
Wool, &c.	425	850	678	1,355
Woollen stuffs	70	1,320	105	2,120
Other articles	1,330	5,325	2,750	6,830
Total Persian exports	45,195	275,425	39,670	233,170
„ Anatolian exports	506,800	354,135	348,930	339,925
Grand total	551,995	629,560	388,600	573,095

RETURN of the Principal Articles of Import to Trebizond during the Year 1889.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Anatolian trade—				
Barley	20,000	4,000	24,000	4,800
Beans	12,000	4,800	10,000	4,000
Candles	1,110	2,655	790	,895
Chemicals and drugs	820	3,570	740	3,500
Coffee	3,580	15,035	5,115	20,455
Colours, dyes and paints, henna	2,555	7,170	1,650	3,900
Copper	1,405	4,215	200	800
Cotton	1,220	2,240	345	690
Cotton goods	66,770	375,335	34,495	207,515
Crockery and glassware	6,045	4,580	4,955	5,840
Flour	65,530	26,210	62,800	25,135
Fruit (dried)	2,535	2,030	1,500	1,200
Fruits and vegetables	23,740	4,815	36,120	7,295
Gunpowder	500	1,500	700	2,100
Haberdashery and fancy goods	1,665	19,335	800	12,365
Hardware, cutlery, nails	13,150	17,025	11,480	15,810
Hazelnuts	20,000	10,000	3,000	2,400
Hides and skins	8,500	17,000	10,065	20,130
Indian corn, wheat, &c.	142,035	28,950	71,820	15,565
Iron	21,235	5,465	18,860	8,480
Jewellery, gold lace, &c.	40	2,510	45	2,280
Leather, shoes, &c.	1,755	11,205	1,010	7,750
Lime, stone, cements, tiles, &c.	6,390	900	5,580	815
Macaroni, biscuits, &c.	1,010	1,210	1,320	1,845
Matches and vestas	2,600	2,225	1,260	1,400
Metals (lead, zinc, steel, shot, &c.)	3,130	2,525	2,060	2,910
Native manufactures	2,395	16,780	1,420	9,955
Olives	4,350	3,105	3,515	2,815
Olive oil	10,100	15,150	9,920	13,890
Petroleum	12,425	3,725	12,380	3,740
Porpoise oil	8,000	4,000	4,000	2,400
Preserves (fish, caviar, &c.)	2,510	4,575	3,440	6,315
Rice	6,060	3,900	6,270	3,765
Sacks, bagging, waxcloths	11,440	14,620	6,080	10,525
Salt	48,000	5,760	32,500	3,900
Silk and velvet stuffs	315	14,200	275	11,320
Silk, raw and waste	20	1,000	25	1,120
Soap	5,055	5,055	2,035	3,045
Spices	480	1,930	275	1,095
Spirits, wine, beer	10,465	10,650	11,870	12,470
Stationery, books, &c.	4,450	8,150	3,550	6,445
Sugar	45,830	44,110	37,305	36,215
Tea	3,275	19,655	2,135	12,815
Tin bars and plates	640	2,810	745	2,885
Timber and firewood	49,270	4,785	56,160	5,560
Tobacco, cut	1,020	4,070	3,180	12,720
Woollen goods and cloths	3,380	65,090	2,625	54,075
Yarns	3,220	18,190	2,165	11,785
Other articles	48,650	45,495	50,310	40,200
Total imports for Anatolia	710,670	893,260	562,890	649,930
Persian transit trade—				
Cotton goods	65,600	460,050	61,820	433,345
Crockery and glassware	3,900	5,625	4,370	6,970

Article.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Persian transit trade—*continued*—				
Haberdashery and fancy goods ..	1,160	5,120	980	5,880
Hardware and cutlery	4,620	8,290	4,800	9,055
Leather, shoes, &c.	700	5,630	470	4,380
Matches and vestas	9,500	7,830	3,960	4,930
Metals (steel, zinc, copper, &c.)..	2,715	5,950	3,325	9,975
Silk and velvet stuffs	230	12,240	185	8,760
Stationery and books	1,115	2,550	1,015	2,565
Sugar	4,660	4,660	8,820	9,175
Tea..	17,000	102,000	12,040	72,240
Woollen goods	3,260	72,080	2,805	60,720
Yarns	440	2,505	345	1,875
Other articles	1,860	8,260	1,190	4,470
Total Persian imports.. ..	116,760	702,790	106,125	634,310
,, Anatolian imports ..	710,670	893,260	562,890	649,930
Grand total	827,430	1,596,050	669,015	1,284,270

TABLE showing the Value of all Articles Exported from and Imported to Trebizond from and to Foreign Countries during the Year 1889.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Anatolian trade—				
United Kingdom	53,030	22,730	430,485	246,815
Turkey and Egypt	191,265	203,270	170,845	188,950
Austria and Germany	13,445	13,475	116,640	97,225
France	57,930	54,615	82,865	70,600
Russia	11,365	16,110	52,495	62,970
Roumania and Bulgaria	7,740	11,500	10,665	5,000
Holland	6,725	3,475	..	..
Greece	6,160	8,435	2,615	2,510
Belgium and Sweden	5,700	5,480	16,925	16,380
Italy	445	835	4,905	4,810
Switzerland	..	..	2,570	2,670
Other countries	330	..	2,250	2,000
Total	354,135	339,925	893,260	649,930
Persian transit trade—				
United Kingdom	36,100	20,370	574,040	514,940
Turkey and Egypt	212,405	172,910	4,850	3,760
Austria and Germany	8,190	10,690	78,455	71,940
France	8,080	11,010	31,420	30,335
Switzerland	..	..	2,035	2,510
Greece	8,790	16,250	900	450
Roumania and Bulgaria	600	850	40	..
Belgium, Holland, and Sweden ..	770	100	9,000	7,495
Italy	290	510	1,750	2,020
Other countries	200	480	300	890
Total Persian trade	275,425	233,170	702,790	634,340
„ Anatolian trade	354,135	339,925	893,260	649,930
Grand total	629,560	573,095	1,596,050	1,284,270

RETURN of all Shipping at the Port of Trebizond in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	26	26,465	26	26,465
Ottoman	8,069	40,182	150	97,718	8,219	137,900
French	...	...	110	159,588	110	159,588
Austro-Hungarian ...	...	...	102	89,196	102	89,196
Russian	19	423	103	97,301	122	97,724
Greek	4	1,680	51	45,003	55	46,683
Danish	...	...	11	12,579	11	12,579
Others, &c. (German, &c.) ...	1	20	1	1,093	2	1,113
Total	8,093	42,305	554	528,943	8,647	571,248
,, in 1888 ...	8,145	47,507	524	526,660	8,669	574,167

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	26	26,465	26	26,465
Ottoman	8,069	40,182	150	97,718	8,219	137,900
French	...	...	110	159,588	110	159,588
Austro-Hungarian ...	...	...	102	89,196	102	89,196
Russian	19	423	103	97,301	122	97,724
Greek	4	1,680	51	45,003	55	46,683
Danish	...	...	11	12,579	11	12,579
Italian, German, &c.	1	20	1	1,093	2	1,113
Total	8,093	42,305	554	528,943	8,647	571,248
,, in 1888 ...	8,145	47,507	524	526,660	8,669	574,167

RETURN of the Principal Articles of Export from Samsoon during the Year 1889.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Flour	59,340	29,670	11,695	5,145
Goat-skins..	7,455	30,820	6,355	27,315
Oats	244,800	39,190	49,510	9,320
Opium	1,630	107,685	1,750	128,800
Tobacco	93,840	234,600	54,725	126,655
Wheat and maize..	945,480	283,640	133,945	40,185
Wool and tiftik	11,900	29,570	5,170	9,310
Yellow berries and gallnuts ..	14,190	42,480	9,900	27,725
Other articles	96,760	96,760	90,000	16,640
Total	1,475,395	894,595	363,050	491,095

RETURN of the Principal Articles of Import to Samsoon during the Year 1889.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Coffee	3,150	15,725	3,645	14,575
Copper	980	3,920	1,640	2,865
Cotton stuffs	48,415	580,980	21,860	220,200
Crockery and glassware	6,690	21,410	2,720	6,500
Haberdashery, fancy goods..	135	1,210	360	3,000
Hardware, nails, &c. ..	15,110	37,760	4,280	10,200
Iron	25,840	10,335	29,180	11,675
Leather and shoes ..	1,285	12,850	810	8,100
Matches and vestas ..	2,795	2,235	1,130	1,200
Petroleum	51,680	15,130	34,365	10,100
Provisions	5,830	5,835	10,000	12,000
Spirits, wine, beer, &c.	5,480	8,220	5,120	9,500
Stationery	3,230	4,845	2,200	6,800
Sugar	24,555	24,555	21,700	21,700
Woollen goods and apparel	40	1,500	750	19,550
Yarns	5,160	20,640	6,820	24,485
Other articles	41,790	83,560	93,750	157,000
Total	242,165	850,710	240,330	546,450

TABLE showing the Total Value of all Articles Exported from Samsoon and Imported to Samsoon from and to Foreign Countries during the Year 1889.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
United Kingdom	179,505	188,695	350,335	308,955
Turkey	287,670	108,805	263,560	50,280
Austria-Hungary	34,970	37,310	100,630	81,300
France	206,610	84,930	75,225	36,310
Russia	7,580	8,660	15,355	18,905
Germany	17,460	23,700	10,000	12,570
Egypt	86,940	16,990	330	2,430
Greece	33,540	9,810	1,460	620
Holland	5,120	4,055	..	..
Italy	30,130	8,040	780	..
Belgium, &c.	5,070	100	33,035	35,080
Total	894,595	491,095	850,710	546,450

RETURN of all Shipping at the Port of Samsoon in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	8	10,301	8	10,301
Ottoman	89	3,782	188	110,826	277	114,608
French	...	...	98	141,738	98	141,738
Austro-Hungarian ...	1	473	108	94,424	109	94,897
Russian	1	120	96	89,834	97	89,954
Greek	24	6,811	52	88,238	76	95,049
Danish	...	...	1	1,149	1	1,149
Total	115	11,186	551	536,510	666	547,696
,, in 1888	14	3,692	533	522,801	547	526,493

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	8	10,301	8	10,301
Ottoman	89	3,782	188	110,826	277	114,608
French	...	...	98	141,738	98	141,738
Austro-Hungarian ...	1	473	108	94,424	109	94,897
Russian	1	120	96	89,834	97	89,954
Greek	24	6,811	52	88,238	76	95,049
Danish	...	...	1	1,149	1	1,149
Total	115	11,186	551	536,510	666	547,696
,, in 1888	14	3,692	533	522,801	547	526,493

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1890.

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No. 690.

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TURKEY.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF DAMASCUS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 538.

Presented to both Houses of Parliament by Command of Her Majesty,
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TURKEY.

DAMASCUS.

Consul Dickson to the Marquis of Salisbury.

My Lord, *Damascus, March* 19, 1890.

I HAVE the honour to enclose herewith my Report on the Trade and Commerce of Damascus for the year 1889.

I have, &c.

(Signed) JOHN DICKSON.

Report on the Trade and Commerce of Damascus for the Year 1889.

Trade generally.

The trade of Damascus during the year 1889 showed a great improvement as compared with the previous year, and there was a large amount of business done in almost all the most important articles of export and import. A very abundant harvest, greater facilities for internal communication, a sense of general security throughout the country, and quiet abroad, all gave a stimulus to commerce, and the result, as will be seen from the annexed tables, was an improvement in almost every branch of trade. The total amount of exports and imports reached the figure of 1,123,463*l.*, showing an increase on the previous year of 174,098*l.*, the total in value in 1888 having been 949,365*l.* British goods, as hitherto, held a most prominent position among the imports, and amounted in value to 354,027*l.*, showing an augmentation of 119,356*l.* as compared with the previous year. The activity of British firms in making themselves known by advertisements, circulars, and correspondence with local merchants has helped somewhat to promote business relations with England, and to increase the demand for articles of British manufacture.

Exports and imports.

British goods.

Activity of British firms.

EXPORTS.

Export trade.

There was a considerable augmentation in the amount of the exports in 1889, compared with the previous year, the total value in 1889 being 452,703*l.*, as against 338,031*l.* in 1888, or an increase of 114,672*l.* Manufactured goods, wool, flour, dried apricots, nuts, starch, and grain were exported to a greater amount in 1889 than in 1888, but there was a diminution in the exporta-

tion of liquorice root, rags, apricot stones, apricot paste ("kamereddin") raisins, and sundries.

Native manufactures.

Native manufactures showed an increase in the exportation both in quantity and value, 3,300 bales, of the value of 165,000*l.*, having been exported in 1889 as against 1,770 in 1888, of the value of 88,533*l.*

Flour.

There was also a considerable increase in the exportation of flour, 90,906*l.* worth having been exported in 1889 compared with 69,725*l.* in 1888.

Wool.

Wool was exported to a very large amount in 1889, and showed an augmentation in value of nearly 10,000*l.*, the total value in 1889 having been 47,190*l.*, whereas that exported in 1888 reached 37,892*l.*

Raisins.

Raisins, which during the previous year had declined in the exportation, again showed a falling-off in 1889, the total value exported being 1,316*l.* as against 1,715*l.* in 1888.

Liquorice root.

The export of liquorice root diminished considerably in 1889; only 2,510 bales, of the value of 631*l.*, were exported, compared with 5,310 bales, of the value of 1,608*l.*, the previous year. The trade in this article has now almost become extinct, in consequence of a better quality of root having been discovered in Northern Syria and Asia Minor.

Grain.

Grain shows an increase in the export on the previous year, 521,364 bushels, of the value of 80,810*l.*, having been exported, compared with 420,000 bushels, of the value of 75,600*l.*, in 1888.

Imports.

Imports.

With regard to the import trade the figures denote very satisfactory results, and, like the export trade, there is a considerable augmentation shown in almost every article of importance.

British imports.

British imports alone increased in value to more than half the total amount of the imports, which indicated a renewed activity in the trade with the United Kingdom. Cotton manufactures, yarn, cloth, indigo, petroleum, sugar, iron and copper were imported to a considerably larger amount in 1889 than in 1888. On the other hand, there was a falling-off in raw silk, rice, coffee, leather, hardware, glassware, and drugs. The total value of the imports in 1889 was 670,760*l.* as against 611,334*l.* during the previous year, or an increase of 59,426*l.*

Raw silk.

There was a decrease in the value of raw silk imported in 1889 compared with 1888, the total value in 1889 having been 58,575*l.*, whereas in 1888 it was 82,420*l.*, showing a diminution of 23,845*l.*

Cotton goods.

Cotton goods showed a considerable increase compared with the previous year, 6,160 bales, of the value of 308,000*l.*, having been imported in 1889, as against 3,542 bales, of the value of 187,133*l.*, in 1888, or an increase of 2,618 bales and 120,867*l.*

Yarn.

An increase is also shown in the importation of yarn, the amount in value imported in 1889 having been 32,122*l.*, as against 29,120*l.* in 1888.

The total value of indigo imported reached 25,182*l.*, or an increase on 1888 of 3,268*l.* Indigo.

Sugar was imported to the amount of 49,107*l.* in 1889, compared with 47,514*l.* during the previous year. Sugar.

The importation of iron likewise improved, 9,751*l.* worth having been imported in 1889 as against 7,736*l.* in 1888. Iron.

Hardware and glassware both declined in the importation, though to a hardly appreciable extent. Hardware and glassware.

Petroleum was imported almost entirely from Russia, the product of the wells of Baku on the Caspian having superseded the American oil, which is now scarcely ever seen in the market. The amount of Russian oil imported in 1889 reached, in value, 10,877*l.*, compared with 6,402*l.* during the previous year.

Agriculture.

A favourable season, with abundant rains, resulted in a very good harvest, and the crops in 1889 were, all over the country, exceedingly plentiful. The market price of grain was consequently low. Wheat fetched about 16 pias. (2*s.* 6*d.*) the bushel compared with 20 pias. (3*s.*) the previous year, and barley 7 pias. (1*s.* 1*d.*) the bushel as against 9 pias. (1*s.* 5*d.*) in 1888. The fruit crop was also above the average. The amount, however, received by the Government from the tithes did not reach the figure of the previous year, the tithe-farmers having been deterred from offering high bids for the right of collecting the tax, in consequence of the heavy fall in the price of grain. Agriculture. The tithes.

Public Works.

There is nothing new to record under this head during the year 1889. The construction of carriage roads in the interior, however, continued to progress, and efforts were made to complete the road between Damascus and the Hauran, and that between Homs and Baalbec, but several months will yet have to elapse before these roads will be available for wheeled vehicles. Construction of roads.

RETURN of the Principal Articles of Export from Damascus during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Flour	Sacks	112,318	90,906	68,167	69,725
Native manufactures	Bales	3,300	165,000	1,770	88,533
Wool, washed	,,	1,140	6,150	848	4,422
,, unwashed	,,	11,600	41,040	6,665	33,470
Apricot paste	Cases	30,120	10,732	12,944	16,345
Dried apricots	,,	7,380	7,297	3,494	5,097
Raisins	,,	1,446	1,316	1,106	1,715
Apricot stones	Sacks	6,866	11,855	4,735	14,008
Nuts	,,	1,834	1,133	1,126	404
Starch	Cases	2,780	1,987	1,038	1,247
Liquorice root	Bales	2,510	631	5,310	1,608
Bags	,,	2,026	702	1,577	788
Grain	Bushels	521,364	80,810	420,000	75,600
Other articles	...	...	33,144	...	25,069
Total	...	...	452,703	...	338,031

RETURN of the Principal Articles of Import to Damascus during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Raw silk	Bales	1,000	58,575	982	82,420
Manufactures	,,	6,160	308,000	3,542	187,133
Yarn	,,	1,786	32,122	1,225	29,120
Cloth	,,	674	26,960	604	24,160
Indigo	Cases	356	25,182	180	21,914
Rice	Bags	29,154	23,071	20,220	44,000
Petroleum	Cases	36,000	10,877	15,640	6,402
Coffee	Bags	4,292	13,175	1,733	28,096
Sugar	Barrels	24,376	49,107	16,333	47,514
Iron	Pieces, bars, &c.	16,942	9,751	14,173	7,736
Copper	Packages	922	7,705	212	2,988
Leather	Bales	2,424	29,882	1,113	48,362
Hardware	Cases	1,776	2,044	1,400	2,368
Glassware	,,	2,542	4,390	1,390	4,398
Drugs	,,	1,484	6,612	1,900	14,800
Other articles	...	...	63,307	...	59,923
Total	...	...	670,760	...	611,334

TABLE showing the Total Value of all Articles Exported and Imported to Damascus from and to Foreign Countries during the Years 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
England	16,950	13,991	354,027	234,671
Turkey	212,103	198,926	34,732	59,720
France	49,815	42,006	63,944	67,260
Italy	22,989	18,523	30,046	27,500
Austria	14,799	20,366	26,123	18,278
Germany	16,255	10,087	23,646	17,664
Other countries ..	119,792	34,182	138,242	186,241
Total	452,703	338,031	670,760	611,334

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1890.

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TURKEY.

REPORT FOR THE YEARS 1888-89

ON THE

TRADE OF BUSSORAH.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 348.

Presented to both Houses of Parliament by Command of Her Majesty, JUNE, 1890.

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611.	Tabreez	½d.
612.	Bilbao	1d.
613.	Barcelona	½d.
614.	Tokio	1d.
615.	Naples	2½d.
616.	Batoum	½d.
617.	Odessa	1d.
618.	La Rochelle	1d.
619.	Rome	1d.
620.	Nice	1d.
621.	Kiukiang	½d.
622.	Paris	1d.
623.	Salonica	1½d.
624.	Réunion	1d.
625.	Ichang	1d.
626.	Bogotá	1d.
627.	Malaga	2d.
628.	Porto Rico	1d.
629.	Bushire	2½d.
630.	The Hague	½d.
631.	Berlin	1d.
632.	Adrianople	1½d.
633.	Rome	1½d.
634.	Santiago	½d.
635.	Tahiti	½d.
636.	Maranham	½d.
637.	Mexico	2d.
638.	Christiania	1d.
639.	Copenhagen	1d.
640.	Paris	1d.
641.	Venice	1d.
642.	Cherbourg	½d.
643.	New York	1d.
644.	Patras	1d.
645.	Bourgas	½d.
646.	St. Petersburg	3d.
647.	Taganrog	½d.
648.	Baltimore	1½d.
649.	New Orleans	2d.
650.	New Orleans	1d.
651.	Samos	½d.
652.	Buda-Pesth	1½d.
653.	Tripoli	½d.
654.	Buenos Ayres	½d.
655.	Paris	1d.
656.	Cherbourg	1d.
657.	Warsaw	½d.
658.	Rome	1½d.
659.	Saigon	½d.
660.	Buenos Ayres	½d.
661.	Galveston	1d.
662.	Galatz	1½d.
663.	Antwerp	1d.
664.	Boston	1d.
665.	Madeira	½d.
666.	New Hebrides	½d.
667.	Riga	1d.
668.	Charleston	1d.
669.	Algiers	2d.
670.	Stuttgart	1d.
671.	Havre	3d.
672.	The Piræus	1d.
673.	Syra	1d.
674.	Boulogne	1d.
675.	Taganrog	2d.
676.	Wuhu	½d.
677.	Batoum	1d.
678.	Manila	1d.
679.	Tamsui	1d.
680.	Kiungchow	1d.
681.	Swatow	1d.
682.	Stettin	6d.
683.	Bordeaux	2½d.
684.	Port Said	1d.
685.	Coquimbo	½d.
686.	Warsaw	1d.
687.	Ichang	1d.
688.	Wênchow	1d.
689.	Trebizond	1d.
690.	Damascus	½d.
691.	Savannah (Georgia)	1d.
692	Barcelona	2½d.
693.	Santos	1d.
694.	San José	1d.
695.	Batavia	1d.
696.	Genoa	1½d.
697.	Calais	2d.
698.	Marseilles	1d.
699.	Brest	1d.
700.	Lisbon	2½d.
701.	Leghorn	2d.
702.	Rio Grande do Sul	1d.
703.	Tainan	1d.
704.	Kewkiang	4d.
705.	Fiume	1d.
706.	Odessa	2d.
707.	Suakin	½d.
708.	Hankow	½d.
709.	Amoy	1d.
710.	Buda-Pesth	1½d.
711.	Corunna	2d.
712.	Mogador	2d.
713.	Cadiz	½d.
714.	Cadiz	½d.
715.	Rio de Janeiro	2½d.
716.	Newchwang	½d.
717.	Chinkiang	½d.
718.	San Francisco	6d.

No. 719.

Reference to previous Report, Annual Series No. 348.

TURKEY.

BUSSORAH.

Consul-General Tweedie to the Marquis of Salisbury.

My Lord, *Baghdad, April* 5, 1890.

I HAVE the honour to submit herewith a Report by Captain Ravenshaw, till recently Her Majesty's Consul at Bussorah, dated 19th ultimo, on the Trade of that Port during the two years 1888 and 1889, prefaced, as will be seen by a forwarding letter, from the same officer.

I have, &c.
(Signed) W. TWEEDIE.

Consul Ravenshaw to the Marquis of Salisbury.

My Lord, *Bussorah, March* 19, 1890.

I HAVE the honour to submit herewith a Report on the Trade of Bussorah for the years 1888 and 1889.

The returns for 1888, furnished by the merchants and steamer agents, from which these reports have been compiled, were submitted late in 1889, and the death of the late Consul, Mr. Robertson, in August, 1889, from cholera, delayed the submission of the Report for 1888 till too late. I took over charge of the Consulate in December, 1889, and have thought it advisable to submit the trade reports for the two years, 1888 and 1889, together.

I have, &c.
(Signed) CHAS. W. RAVENSHAW.

Report on the Trade of Bussorah for the Years 1888 and 1889.

The trade report submitted by my predecessor for 1887 was very full, and gave detailed information to which, owing to my very recent arrival, I am able to add little, and I must, therefore,

Annex A.—Return of Principal Articles of Import to Bussorah during the Years 1888–89.

Articles.		1889.		1888.		1887.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Silk, woollen, and cotton cloths	Bales ...	...	...	...	...	12,065	47,627
	Boxes ...	26,584	664,600	20,224	505,600	1,511	49,263
	Bundles	...	...	...	...	1,447	52,310
Sugar, loaf	Cases ...	18,851	39,702	17,423	30,592	13,163	25,042
,, crushed ...	Bags ...	16,444	21,034	11,211	20,296	11,985	19,959
Coffee	,, ...	3,094	14,082	6,169	22,303	4,985	17,428
Spices	Packages	15,615	25,542	26,929	44,853	22,227	78,249
Iron rods, sheets, and hoops	,, ...	39,897	15,228	33,181	12,310	27,080	11,643
Copper	Bundles	2,070	5,978	1,115	3,204	2,458	6,534
Gunnies	Bales ...	2,770	16,352	2,465	14,390	1,153	5,192
Wheat	Bags ...	107	59	616	308	15,661	8,384
Rice	,, ...	3,134	1,628	48,834	25,424	72,203	38,857
Wood—							
Poles, for rafters ...	Number	25,000	4,000	20,000	3,000	20,587	3,042
Planks	,, ...	39,380	8,753	53,162	12,725	64,511	14,823
for date boxes ...	Bundles	76,142	30,349	75,390	30,082	72,839	27,198
Coal	Tons ...	3,046	5,530	5,199	9,300	4,962	7,198
Kerosene	Cases ...	20,000	6,050	30,000	9,500	26,741	8,658
Tobacco	Bags ...	6,270	14,625	9,129	21,300	9,132	21,920
Gold thread	Cases ...	31	1,550	176	8,800	130	9,100
Indigo	,, ...	552	14,612	403	10,075	373	8,700
Sundries	Packages	32,741	70,773	26,944	57,879	36,277	50,525
Total		...	960,447	...	841,941	...	511,022

Annex B.—Return of Principal Articles of Export from Bussorah during the Years 1888–89.

Articles.		1889.		1888.		1887.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Dates	Boxes ...	504,485	126,121	466,719	116,680	588,484	161,833
,, ...	Skins ...	32,584	9,775	30,559	9,167	59,025	17,717
,, ...	Baskets	412,900	114,500	375,650	112,695	457,210	148,593
Wool	Bales ...	37,081	326,243	35,696	299,563	32,264	312,918
Horses	Number	2,815	61,930	2,206	51,150	2,500	62,500
Hair and mohairs ...	Bales ...	995	13,071	1,153	15,612	2,355	31,851
Hides and skins ...	,, ...	2,471	11,953	3,965	16,069	4,461	13,157
Sesame	Bags ...	25,561	17,455	27,222	20,457	7,057	6,712
Gallnuts...	,, ...	10,900	53,568	11,913	68,213	5,763	31,510
Gum	Packages	8,509	59,727	9,427	61,600	12,678	86,693
Carpets ,, ...	Bales ...	520	11,070	757	14,040	952	31,812
Liquorice roots ...	,, ...	883	1,803	255	256	761	761
Opium	Cases ...	291	29,880	496	50,820	298	21,000
Ghee	,, ...	27,691	55,862	17,930	28,222	11,881	9,843
Wheat	Bags ...	204,752	91,341	103,025	53,167	...	...
Rice	,, ...	60,585	19,645	...	...	...	...
Barley ,, ...	,,	125,615	25,123	90,257	18,835	...	...
Seeds	,, ...	118,411	55,754	70,028	30,658	...	...
Silk manufacture ...	Bales ...	191	6,730	705	28,580	196	19,600
Sundries	Packages	4,218	25,768	3,942	14,648	12,886	17,261
Total		...	1,117,319	...	1,010,432	...	973,761

Annex C.—RETURN of all Shipping at the Port of Bussorah during the Years 1888 and 1889.

Nationality.	1888.						1889.					
	Sailing Vessels.		Steamers.		Total.		Sailing Vessels.		Steamers.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
English	114	11,418	101	103,296	215	114,714	121	11,885	136	122,540	257	134,425
Arab and Turkish ..	175	10,644	..	..	175	10,644	363	14,541	1	1,326	364	15,867
Persian	97	11,688	..	.	97	11,688	385	19,450	..	..	385	19,450
French	..	..	1	950	1	950	..	..	..	..	..	..
Total	386	33,750	102	104,246	488	137,996	869	45,876	137	123,866	1,006	169,742

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FOREIGN OFFICE.

1890.

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TURKEY.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF BEYROUT.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 508.

Presented to both Houses of Parliament by Command of Her Majesty, JUNE, 1890.

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608.	Tunis	½d.	670.	Stuttgart	1d.
609.	Havana	2d.	671.	Havre	3d.
610.	Frankfort	½d.	672.	The Piræus	1d.
611.	Tabreez	½d.	673.	Syra	1d.
612.	Bilbao	1d.	674.	Boulogne	1d.
613.	Barcelona	½d.	675.	Taganrog	2d.
614.	Tokio	1d.	676.	Wuhu	½d.
615.	Naples	2½d.	677.	Batoum	1d.
616.	Batoum	½d.	678.	Manila	1d.
617.	Odessa	1d.	679.	Tamsui	1d.
618.	La Rochelle	1d.	680.	Kiungchow	1d.
619.	Rome	1d.	681.	Swatow	1d.
620.	Nice	1d.	682.	Stettin	6d.
621.	Kiukiang	½d.	683.	Bordeaux	2½d.
622.	Paris	1d.	684.	Port Saïd	1d.
623.	Salonica	1½d.	685.	Coquimbo	½d.
624.	Réunion	1d.	686.	Warsaw	1d.
625.	Ichang	1d.	687.	Ichang	1d.
626.	Bogotá	1d.	688.	Wênchow	1d.
627.	Malaga	2d.	689.	Trebizond	1d.
628.	Porto Rico	1d.	690.	Damascus	½d.
629.	Bushire	2½d.	691.	Savannah (Georgia)	1d.
630.	The Hague	½d.	692.	Barcelona	2½d.
631.	Berlin	1d.	693.	Santos	1d.
632.	Adrianople	1½d.	694.	San José	1d.
633.	Rome	1½d.	695.	Batavia	1d.
634.	Santiago	½d.	696.	Genoa	1½d.
635.	Tahiti	½d.	697.	Calais	2d.
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637.	Mexico	2d.	699.	Brest	1d.
638.	Christiania	1d.	700.	Lisbon	2½d.
639.	Copenhagen	1d.	701.	Leghorn	2d.
640.	Paris	1d.	702.	Rio Grande do Sul	1d.
641.	Venice	1d.	703.	Tainan	1d.
642.	Cherbourg	½d.	704	Kewkiang	4d.
643.	New York	1d.	705.	Fiume	1d.
644.	Patras	1d.	706.	Odessa	2d.
645.	Bourgas	½d.	707.	Suakin	½d.
646.	St. Petersburg	3d.	708.	Hankow	½d.
647.	Taganrog	½d.	709.	Amoy	1d.
648.	Baltimore	1½d.	710.	Buda-Pesth	1½d.
649.	New Orleans	2d.	711.	Corunna	2d.
650.	New Orleans	1d.	712.	Mogador	2d.
651.	Samos	½d.	713.	Cadiz	½d.
652.	Buda-Pesth	1½d.	714.	Cadiz	1d.
653.	Tripoli	½d.	715.	Rio de Janeiro	2½d.
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No. 720.

Reference to previous Report, Annual Series No. 508.

TURKEY.

BEYROUT.

Acting Consul-General Eyres to the Marquis of Salisbury.

My Lord, *Beyrout, April* 23, 1890.

I HAVE the honour to transmit herewith my Commercial Report for the past year, which I have been unable to forward previously on account of pressure of work and want of assistance.

I have, &c.

(Signed) H. W. EYRES.

Trade Report for the Year 1889.

Prefatory remarks.

The trade returns of Beyrout and district for the year 1889 show a considerable increase, both as regards exports and imports, as compared with 1888 and previous years. The harvest was abundant, and prices being favourable the export of cereals from the Acre district has doubled in value. The purchasing power of the country depends entirely upon the amount of its agricultural produce, with the single exception of silk, and with a large increase of exports an increase of imports was to be expected. Other causes have, however, operated to bring about an increased total of imports. It was understood, towards the end of 1889, that the system of valuation of goods, which has hitherto obtained in the custom-house, was about to be superseded at the commencement of this year by a tariff, and it was calculated that under the tariff the duties would be heavier than under the existing system. There was, therefore, an inclination on the part of merchants in Beyrout to purchase largely prior to the introduction of the tariff, and the consequence is that there are large stocks of goods in hand, and that the augmentation visible in British imports is partially illusory.

With regard to the general condition of trade there is little that calls for special remark. The wealth of the country increases but slowly, and not in proportion to the increase of population, which must be considerable, though there are no statistics upon

Effects of influx of petty traders.

which to base an exact calculation. Trade profits are small, and will continue to be such as long as the present conditions rule; for the influx of petty traders without capital, which began 20 years ago, still continues in spite of the fact that the greater part are barely able to make a living even with the assistance of incessant bankruptcies, which are usually privately arranged to the immense advantage of the bankrupts. These men, while gaining as a rule little for themselves, destroy the trade for the larger houses, most of which, however, hold on in hope that the evil will bring its own remedy, and that the poorer class of natives will gradually become convinced that it is useless for them to launch forth in business for which they have little aptitude and as a rule less capital, and which in most cases only just enables them to keep their heads above water, and eventually leaves them in a far worse position than when they started.

Railway projects.

There have been many projects mooted with respect to the construction of railways in Syria. Now that the port at Beyrout is in process of construction by a French company, those interested in its success have been much disturbed by proposals to construct railways from Tripoli and Caiffa. These proposals, or either of them, if carried into effect, would detract much from the importance of Beyrout as a commercial centre, and would materially lessen the revenues of the Port Company. Consequently a third railway from Beyrout to Damascus and the Hauran over the Lebanon range has been projected. But the cost of this undertaking, entailing as it does the tunnelling of the Lebanon range, would be so great that it must be regarded rather as a political than as a commercial enterprise. None of these projects have passed beyond the initial stage, but there is little doubt which would be most beneficial to the country at large. A railway from Tripoli to the interior would tap the two provinces of Aleppo and Damascus, and from the commercial point of view there seems no reason why it should not succeed if properly financed.

Shipping.

Shipping.

The number of steamers entered and cleared is almost identical with the number recorded for the year 1888, viz., 498, as compared with 496, but the tonnage has increased by 8,000 tons. French steamers show a tonnage of 123,161 tons, as compared with 111,435 tons in 1888, and this increase is due to the requirements of the port and gas companies. There is a very slight falling-off in English shipping (see Annex A.), and for the rest the returns are nearly the same as last year.

Sailing vessels show a diminution of 350, the numbers being 2,423, as against 2,767 in 1888, but the tonnage has increased in 1889 by 5,000 tons. Greek sailing vessels are gradually ousting the Italian ships, and they have a monopoly of the petroleum trade from Batoum, as far as Beyrout is concerned. Hence their increase in number. The diminution in the number of

Ottoman sailing vessels is more than compensated for by the increase of tonnage.

Imports.

1889 was on the whole a good commercial year for Beyrout. Money was scarce from April to July, but very large purchases were made during the latter part of the year. According to a rough estimate (it being impossible to obtain accurate returns of all imports) it may be reckoned that the sum total would show a higher figure than for any previous year, and that it has exceeded that of 1888 by perhaps as much as 20 per cent.

British imports alone, of which I inclose a full return (see Annex B.), have risen in value from 959,321*l.* to 1,126,208*l.*, a rise of 17 per cent. or 18 per cent. The increase is specially noticeable in Manchester goods, which were imported to the value of 944,645*l.*, as compared with 768,420*l.* in 1888. Manchester imports consist chiefly of T-cloths, shirtings, and prints; and last year the principal increase was in prints. The latter are especially suitable to the peasantry, who were able to purchase more liberally on account of the excellent harvest which was sold at very remunerative prices. In red yarn, however, England is steadily losing ground. Ten years ago England imported 80 per cent. of the total amount to Beyrout; but last year barely 5 per cent. Switzerland, Italy, and Germany are able to undersell England in this article, and I am informed that this is due to the fact that dyeing is better and more cheaply executed in the former countries. In white yarns, England still holds her own, and with respect to cotton manufactures in general, may be credited with about 90 per cent. of the total importation.

Woollens.

The import of woollens from Great Britain is, according to the report of 1888, largely on the increase; but it was, I believe, considerably under-estimated in that year. Still, British woollen goods have a firm footing in Beyrout on account of their cheapness, and it may be expected that they will come to the front still more, as cheapness is the greatest desideratum in this country, quality being altogether a secondary object. France, Austria, and Germany, therefore, which import a higher class of woollen goods, are falling into the rear, and the value of their united imports may amount to about 45 per cent. of the total. French woollen goods are of far too high a quality to find a ready sale in this country, and are imported in smaller quantities every year. Germany still makes headway with flannels, but is losing in cloth—Austrian cloth being cheaper. Austria has a monopoly of fezzes, and is increasing its imports of cloth; but, on the whole, Austrian woollen imports are falling off in value. British woollens, also, though increasing in volume, do not increase proportionately in value (see Annex B.).

Coals.

The amount of coal imported is insignificant, but in spite of the high price of coal in 1889, and the rise of freights, it amounted to 1,900 tons, imported solely from England, as compared with 100 tons in 1888. This may be considered about an average

amount, and under present conditions it is not likely that it will increase.

Patent fuel. French patent fuel (Briquettes) has completely driven the English fuel out of the market, for reasons which I have described before at length. The total import of fuel amounted to 5,400 tons, which was less than the usual requirements of the country; but the high price, due to the scarcity of sailing vessels, and the rise of freights, forced the owners of the silk factories, who are the principal consumers, to burn wood instead of fuel.

Iron. The total import of iron during the past year was 1,775 tons, of which 715 tons were British, 760 tons Swedish, and 300 tons Belgian; a falling-off of nearly 200 tons in British iron, is accounted for by the fact that large stocks were left over from the year before, and also by the high price of iron.

An attempt is being made to introduce Belgian iron, but it is not likely to succeed, as, though it is a little cheaper, it is not so good nor so easily worked as British iron. Of the 300 tons imported, 150 tons were iron girders.

Rice. In 1889 almost the entire supply of rice was brought from Rangoon direct, and the quantity imported amounted to 46,000 sacks at 17*s.* a sack. This is a considerable falling-off from the figures of 1888, viz., 77,700 bags; but there was a large amount still unsold at the commencement of last year, and a good harvest always diminishes the demand.

Italian rice was so dear during the first nine months of the year that there was no sale for it at Beyrout, and it was not till the new harvest was available that any sales were made, and then they only amounted to some 4,000 sacks.

The consumption of Japanese rice increased on account of the high price of the Italian article, and reached the total of 5,000 sacks, of which 3,000 were shipped viâ Liverpool. The cost per sack, c.i.f. Beyrout, was 22*s.*

Sacks and sacking. Jute sacks were imported exclusively from Calcutta, and a very large advance was made on the previous year's total, 1,400 bales containing 350,000 sacks were imported, as compared with 100 bales in 1888. This advance is due to the abundant harvest.

Sacking was imported from Dundee, though an attempt was made to introduce Calcutta sacking, which, however, did not succeed, as manufacturers in Calcutta will not take small orders.

Hides. Hides were imported to the number of 7,000, chiefly from Singapore. They are of very ordinary quality, the price being about 16*s.* the cwt.

Chemicals. Some 2,700 barrels of alum, copperas, soda and soda ash, were shipped to Beyrout from Great Britain during the year. Though this total shows a large augmentation on last year's import, it may be expected that there will, in the future, be a steady falling-off in these chemicals as the native industry of dyeing cotton goods is declining, being unable to compete with Manchester cotton prints. One branch, however, of this industry, viz., dyeing white cotton cloth with indigo for the clothing of the peasantry, shows no

decline, and for this purpose 200 barrels of indigo were brought from England during the year.

In addition to the total of 1,500 bags of coffee, pepper, and spices noted in Annex B. 2, some 600 bags of pepper were imported from France, and 1,000 bags of pimento from England valued at 45*s.* the bag.

The sundries marked in British imports consist of tin plates, earthenware, liquors, cement, drugs, paint, tea, provisions.

Earthenware comes chiefly from Italy, 500 cases having been imported during the year from that country, while about 200 barrels and 200 crates were brought from Belgium and France respectively, and 30 crates only from England. Belgium is gaining ground in this ware, on account of cheapness, and also in glassware of which 1,000 barrels, valued at 4,000*l.* were imported during the year. Austria sends cut glass and narghilé bowls, and all kinds of gilded and coloured glassware to the total value of about 6,000*l.* during 1889. Earthenwar. Belgian glassware. Austrian glassware.

42,000 bags and 3,000 canisters of sugar were imported during the year. Of these 20,000 bags of inferior quality came from Trieste, 12,000 bags of 220 lbs. each, and 3,000 canisters of 480 lbs. each from France, and 10,000 bags of 220 lbs. each from Egypt. The crystallised Egyptian sugar is far the best for all purposes, and is cheap as well. Sugar.

There was some few years ago a considerable market for tin plates, which were imported from England, but last year only 300 cases, at 15*s.* the case, were imported. The reason for this decrease is somewhat peculiar. The poorer portion of the population make use of petroleum tins, which cost nothing, for all the purposes for which formerly tin plates were employed. Tin plates.

Tiles are imported from France, and as many as 1,000,000 were brought in 1889, as compared with 400,000 from the same quarter in 1888, showing a large increase in the building trade. Tiles.

200,000 cases of petroleum were imported in 1889, of which the greater portion came from Batoum, American oil being too expensive for the Beyrout market. There has always been a fixed municipal tax of 1½*d.* per case on petroleum, but latterly a fresh impost of 4*d.* per case has been laid on this most necessary article, and in addition a further charge of 1*d.* per month for every case remaining in the municipal depôt more than four months after being landed. The fact that the imposition of this tax was foreseen caused a large increase in the import of petroleum, and accounts for the quantity imported being more than double that of the previous year, as in 1888 only 96,000 cases were landed. In one month alone 11 petroleum ships discharged 140,000 cases. Petroleum.

Exports.

1889 was a most favourable year for exports, which, as above stated, depend chiefly on the harvest. Acre and Caiffa, which, with their inland districts and the Hauran, are the granaries of Syria, increased their exports from the value of 138,212*l.* in 1888 to Grain export.

271,461*l.* in 1889. Prices also were favourable to the export merchants who were enabled to realise 10 per cent. to 15 per cent. profit on their sales of wheat, barley, durra, and sesame, and the amount of grain exported being more than double the total of 1888, it may be calculated that the population made a clear profit of 25,000*l.* to 30,000*l.*, no small sum in a poor country like Syria.

Olive oil—export increased.

The olive crop was varied: in Beyrout and district it was barely average, in the Acre district and Nablous it was a little above the average, but nowhere could it be described as good. The failure, however, of the olives in Greece and Italy created a demand for Syrian oil, though hitherto, being of inferior quality, it had not presented much attraction to European purchasers. The consequence was that the price of oil rose considerably towards the end of the year, and large profits were realised by those who had sufficient foresight to make their purchases in time. These, however, were few in number, as it had long been considered that no business worth speaking of could be done in olive oil. The total export of oil from Syria for the year is difficult to estimate, as there are many seaports from which it is shipped in small quantities; but, including exports from Jaffa, which drains the Nablous district, it may be roughly computed at 7,000 tons.

Silk.

The weather during the spring of 1889 was not particularly favourable to the silk worms, and the silk harvest was only moderate. The output of the Beyrout district amounted to about 7,000,000 lbs. of cocoons, an increase of 17 per cent. on the previous year. Some 3,400 bales were exported from Beyrout and Tripoli, which realised on an average 210*l.* a bale. The price rose on account of the scarcity of the Italian silk, and cocoons, which at the commencement of the season were sold at 1*s.* 1*d.* to 1*s.* 2*d.* the lb., realised very high prices later to the benefit of those who had held on. The price of silk at the beginning of the season was 16*s.* to 17*s.* the lb., but it rose towards the end as high as 22*s.*

Native cotton and silk manufactures.

About 60,000*l.* worth of cotton and silk manufactures were exported from Tripoli, chiefly to places in Syria for native use.

Wool.

The wool export from Beyrout was about the same as last year. The greater part of the best washed wool goes to England, but about 800 bales of unwashed and grey wool were sent to France, and 200 bales of white-washed wool to Italy.

I have this year been able to obtain some fairly reliable statistics from Tripoli, and it will be observed on reference to Annex B.1 that there is a considerable export from that town of wool (5,000 bales) sponges, oil, cotton, and silk manufactures, soap, &c.

Liquorice trade declining.

The liquoice trade is dying out, and only 1,620 tons were exported during the year, prices not being sufficiently remunerative.

Local Companies and Public Works.

Damascus Road Company.

The Damascus Road Company shows an excellent record for 1889. It is, indeed, the only commercial company which pays satisfactory dividends in Syria. The last report dated May 10, 1889, shows a gross revenue of 1,180,606 fr., a decrease on the revenue of 1887 of 16,000 fr., but there is a decrease of expenditure of 32,000 fr., making an increase in the net revenue of 16,000 fr. The net revenue amounted to 395,063 fr., or 15,800*l.* A dividend of 13 per cent. was declared.

Waterworks company.

The Beyrout Waterworks Company steadily increases its net revenues, which amounted to 9,098*l.* as against 7,675*l.* in 1888. Contracts rose in number from 1886 to 1,974, and the gross revenue was 11,958*l.*, while expenditure was reduced by careful management from 3,190*l.* to 2,860*l.* The company paid a dividend of 3 per cent. on debenture bonds, but a large sum was carried over to the credit account as a contingency fund.

The port.

The harbour works are very slowly advancing; hitherto the company have contented themselves chiefly with making a railway along the shore of St. George's Bay for the transport of material, and with making a breakwater and quay at the end of the railway. It is supposed by some that the works will not be energetically undertaken until the railway question, to which I have alluded above, is settled.

Gas company.

The gas company has improved its position considerably. Some sixty owners of houses have subscribed, in addition to the municipality which pays an annual sum of 2,500*l.* for the lighting of the town. The company produces lime and ice, which, together with the sale of coke, give an income of 430*l.*, in all about 3,230*l.* Working expenses are very low, amounting to about 1,000*l.* The company consequently paid a dividend of between 5 and 6 per cent.

Tramways.

There are rumours that a concession has been granted for a tramway from Beyrout to Sidon, but, if so, it would seem that no company could be formed to work the concession, for hitherto there are no signs of any movement in this direction.

Tobacco regie.

The revenue of the tobacco regie declined this year owing to the large harvest of Lebanon tobacco, and the impossibility of putting a stop to contraband trade. Still the whole district under the Beyrout direction may be computed to have produced a revenue of about 55,000*l.*, of which 17,000*l.* was paid for working expenses.

Annex A.—Return of all the Shipping at the Port of Beyrout in the Year 1889.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
English	...	...	130	71,953	130	71,953
Ottoman	2,365	36,669	61	49,185	2,426	85,854
French	...	...	79	123,161	79	123,161
Austro-Hungarian	...	...	63	73,439	63	73,439
Egyptian	...	...	107	97,459	107	97,459
Spanish	...	...	5	3,378	5	3,378
Greek ...	33	9,666	...	...	33	9,666
Hierosalimitan ...	8	282	...	...	8	282
Russian	...	...	50	70,639	50	70,639
Italian	17	4,242	1	666	18	4,908
German	...	...	2	1,670	2	1,670
Total	2,423	50,859	498	491,550	2,921	536,409
,, for the preceding year	2,767	45,846	496	483,646	3,263	529,492

Annex B. 1.—Return of Principal Articles of Export from Acre, Caiffa, and Tyre, during the Years 1889–88.

Articles.		1889		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wheat and barley	Bushels...	1,133,808	135,985	585,728	86,638
Durra	,, ...	448,952	39,283	142,600	13,814
Sesame	Cwts. ...	65,725	45,632	28,458	19,920
Olive oil	Lbs. ...	421,768	5,272	108,900	1,588
Soap	Cwts. ...	1,187	2,215	827	1,544
Charcoal	...	...	6,141	...	2,352
Beans	Bushels...	64,866	7,230	...	...
Chich-peas	,, ...	69,676	9,185	...	...
Sundries	...	...	20,518	...	11,095
Total...		...	271,461	...	138,212

From Beyrout and Tripoli.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Silk	Bales ...	3,400	672,000	2,600	416,000
Wool	,, ...	9,450	87,830	3,500	43,750
Liquorice	Tons ...	1,620	13,400	...	...
Sponges	,, ...	...	50,000	...	...
Cotton and silk manufactures ...	,, ...	...	60,000	...	...
Oil	Barrels ...	8,200	24,620	...	...
Soap	Tons ...	600	14,000	...	...
Sundries	...	...	17,400	...	...
Total...		...	939,250	...	459,750

Annex B. 2.—RETURN of Principal British Imports to Beyrout during the Years 1889-88.

Articles.		1889.		1888.	
		Quantity	Value.	Quantity.	Value.
			£		£
Manchester goods	Bales and cases ...	14,533	944,645	12,807	768,420
Woollens	Cases ...	650	58,500	475	45,500
Coal	Tons ...	1,900	2,850	400	500
Iron (British)	,, ...	715	5,322	900	6,500
,, (Swedish)	,, ...	760	8,360	500	5,500
Hardware	Casks and bundles ...	683	6,300	693	6,064
Copper sheets and bottoms ...	Tons ...	250	15,000	75	4,500
Rice (Rangoon)	Bags ...	46,000	39,100	77,700	72,520
Rice (from England)	,, ...	3,000	3,300	300	280
Sacks	Bales ...	1,400	8,512	400	4,379
Sacking	,, ...	550	5,500	...	...
Hides	...	7,000	2,000	4,800	3,643
Bar tin	Barrels ...	398	4,776	421	4,322
Alum, soda and soda ash ...	,, ...	2,702	4,823	1,623	1,409
Linseed oil...	,, ...	310	1,550	140	784
Coffee, pepper and spices ...	Bags ...	1,500	6,220	...	...
Sundries	...	...	19,450	...	35,000
Total		...	1,136,208	...	959,321

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 6 | 90—H & S 888)

FOREIGN OFFICE.

1890.

ANNUAL SERIES.

No. 721.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

TURKEY.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF ADRIANOPLE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 533.

Presented to both Houses of Parliament by Command of Her Majesty, JUNE, 1890.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
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No. 721.

Reference to previous Report, Annual Series No. 533.

TURKEY.

ADRIANOPLE.

Consul Cumberbatch to the Marquis of Salisbury.

My Lord, *Adrianople, April* 21, 1890.

I HAVE the honour to send your Lordship, herewith, my Commercial Report for the year 1889.

I have, &c.

(Signed) H. A. CUMBERBATCH.

Report on the Trade and Commerce of Adrianople for the Year 1889.

The state of trade and commerce at Adrianople continues unsatisfactory, owing to causes referred to in my report of this series for 1888 (No. 533). Signs of revival have been perceptible in one or two directions only. The silk cocoon crop showed marked improvement on the supply of recent years. The wheat crop was good all round, and producers benefitted by a rise in prices towards the end of the year. General remarks.

Whilst the interposition of Government has been visible in the re-instatement of the local Chamber of Commerce, yet the culpable neglect of the Port of Dédéaghatch can only be taken as a sign that no intention exists of making an attempt to prevent the East Roumelian traffic (which has hitherto followed the Adrianople-Dédéaghatch route) from diverting to Bourgas along the new railway connecting the latter port with the fertile districts which have hitherto fed the Dédéaghatch and Constantinople lines. Revival of Chamber of Commerce. Neglect of Port of Dédéaghatch.

A very small harbour exists at Dédéaghatch affording shelter to lighters and small coasting craft. This diminutive port is quite inadequate in times of heavy shipments; but to make matters worse the sand has been allowed to accumulate at the entrance,

and most of the lighters and small vessels have to load or discharge at temporary wooden stages along the open coast.

At no time was Dédéaghatch considered either a safe or convenient harbour, but the above facts, added to the unwillingness of the railway authorities to provide sufficient cover for cereals on their arrival from the interior by rail, will contribute towards diverting the large export, as well as the small import trade to other points.

If Dédéaghatch—a port of considerable importance to British shipping—is to retain its present activity, every facility should be afforded to shippers not only by the Government in matters affecting loading operations, but also by the railway company reducing its high tariff and erecting adequate grain stores.

Town of Adrianople.

With regard to the town of Adrianople itself nothing has been done, or is likely to be done, to change its aspect of an overgrown village. It is true that an attempt, worthy of a more flourishing town, has been made to contract with an English firm to establish the electric light in the streets at present dimly lighted with petroleum, and also that two concessions are under consideration, one for the canalisation of the river Maritza from this town to Enos, and the other for establishing a tramway service between the town and the railway station, which, like many other stations on the Oriental railway system, is disadvantageously placed at a distance of 4 to 5 miles from the town. While I fail, for many reasons, to see any chance of success attending the first project, I think the tramway scheme would prove a satisfactory undertaking if properly managed.

Renewed activity of Ottoman Bank.

The greater activity displayed here by the Imperial Ottoman Bank has been beneficially felt in commercial circles.

Public roads.

During the year ended February 28, 1889, 45 miles of road were completed, as well as 14 miles of ballasting, in the vilayet, and 48 bridges were built of a total length of about 1,000 feet.

Entrepôts at Kermanly.

Before the union of East Roumelia to Bulgaria that province came under the Turkish customs and was supplied by Adrianople firms, several of which have kept up their connections in that market by forming branch establishments at Kermanly, the nearest frontier town in Bulgaria, and by conveying goods to that town in transit through Turkey are in a position to supply the demands of their former clients.

Decline of Adrianople as a commercial centre.

The general effect of the separation of East Roumelia has been a loss to the Adrianople market, as the tendency to obtain supplies direct gains ground every year. The same thing may be said of the export trade, and the fact of the largest grain exporting firm having decided to remove its chief agency from Adrianopole to Philippopolis is the most significant sign of the decline of this town as a commercial centre.

Trade movement.

The annexed tables show, as near as information derived from private sources will permit, the import and export business done by Adrianople firms in 1889.

In the special report from this consulate, under date of

November 15, 1882 (No. 632), full particulars were given of the agricultural produce, which forms the principal article of exportation.

The value of goods exported amounted to about 180,000*l.*, which, added to the East Roumelian traffic, raises the total transactions of local houses to 563,850*l.*, or an increase of about 100,000*l.* on 1888. Exports.

Hard wheat was chiefly exported to the Piræus and the Islands of the Archipelago, also in small parcels to Italy. Hard wheat.

Soft wheat was shipped in full cargoes to the United Kingdom and the continent in general. Soft wheat.

Rye, maize, canary seed, and barley went principally to the United Kingdom. The supply of barley was diminished owing to important orders by the military authorities for cavalry. Rye, maize, canary seed and barley.

Oats were exported to France. Oats.

Wool went mostly to the United Kingdom and Austria. The export of this article showed a decrease owing to the absence of the "Karakatchians," or strolling shepherds. Wool.

Cocoons were shipped as follows:—60 per cent. to Italy, 10 per cent. to France, whilst the remaining 30 per cent. were consumed by the local spinning looms. The silk manufactured here is sent to the United States and to France. Cocoons.

Skins of lambs went principally to Germany and Austria, whilst those of kids were taken to France, which also took the bulk of the wine, Germany taking a small portion. Skins.

The winter of 1889–90 having been mild the autumn sowings did not suffer, and a sufficient amount of rain having fallen generally this spring, the forecast for this year's crop is favourable. Prospects of 1890 harvest.

The bulk of the imports came indirect, Constantinople acting as the centre of supply. Imports.

Long cloths, prints, yarns, calicoes, and handkerchiefs all came from the United Kingdom; likewise 70 per cent. of the woollens, flannels, and merinos. Cotton goods. Woollens.

The value of British imports is estimated at about 100,000*l.* Though British goods are generally appreciated, the market, being a poor one, is flooded with Austrian imitations of light-make and cheap price brought overland by rail. The contemplated modifications of railway tariffs will certainly facilitate Austrian competition, British merchandise being likely to benefit only by facilities and assistance afforded to navigation and everything connected therewith in the ports of Constantinople and Dédéaghatch. British goods and foreign competition.

Rice is furnished through Marseilles and Trieste; iron by Belgium; sugar and paper by Austria; petroleum by Russia; and coffee comes from Marseilles. Rice, iron, sugar, paper, petroleum, and coffee.

Under the heading of "other articles" may be mentioned wines, liqueurs, and spirits chiefly from France, and wax candles from Austria. Wines, &c. Candles.

The yearly increase in the importation of cheap ready-made clothes from Austria and the progress in the Bulgarian cloth British textiles and cotton twist.

industry considerably affect the trade in textile fabrics from Great Britain and France, whilst the cotton mills of Salonica and the Piræus supply this market to the detriment of British twist.

Belgian trade.

The Belgian Consul-General at Salonica visited this town recently, in the course of a tour over European Turkey, his object being to examine, on the spot, what openings there might be in this district for Belgian trade. From what I have gathered, with respect to that official's visit, he found nothing to attach much importance to this place as a likely market for the development of the produce of his country.

Annex A.—Return of Principal Articles Exported by Adrianople firms in 1888–89.

Articles.		Quantity.						Total Value.	
		Adrianople Produce.		East Roumelian Produce.		Total.			
		1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.
								£	£
Wheat, hard	Quarters.	11,800	12,500	58,800	89,500	70,000	102,000	100,500	130,000
„ soft	„	9,400	10,000	26,200	97,000	35,600	107,000	47,650	139,100
Rye	„	8,000	7,000	22,000	36,000	30,000	43,000	24,750	32,000
Maize	„	7,000	2,000	15,300	28,000	22,300	30,000	23,000	22,500
Alpiste	„	..	11,000	..	..	..	11,000	..	11,000
Barley	„	8,600	..	16,500	1,000	25,100	1,000	20,150	16,000
Oats	„	..	4,200	..	12,800	..	17,000	..	13,600
Wool	Cwts.	8,000	4,400	750	..	8,750	4,400	32,600	12,300
Cocoons	„	8,000	4,120	2,000	880	10,000	5,000	57,500	19,000
Skins, oxen	Pieces	30,000	35,000	..	..	30,000	35,000	13,500	14,000
„ buffalo	„	800	900	..	..	800	900	1,000	1,000
„ lamb	„	250,000	240,000	300,000	360,000	550,000	600,000	44,000	42,500
„ goat	„	30,000	36,000	20,000	24,000	50,000	60,000	5,500	5,000
„ kid	„	225,000	230,000	300,000	345,000	525,000	575,000	63,000	55,100
„ hare	„	45,000	30,000	..	..	45,000	30,000	900	750
Wine	Gallons	560,000	1,200,000	160,000	400,000	720,000	1,600,000	18,000	40,000
Other articles	..	..	..	..	..	..	..	12,700	10,000
Total	..	..	..	..	..	..	..	464,750	563,850

Annex A.—Return of Principal Articles Imported by Adrianople firms in 1889.

Articles.		Quantity.	Value.
			£
Manchester and other manufactured goods	Tons ..	..	170,000
Rice	„ ..	1,500	17,500
Iron	„ ..	1,500	11,400
Sugar	„ ..	540	10,400
Petroleum	Cases ..	25,000	6,000
Coffee	Tons ..	22	5,000
Paper	„ ..	90	2,500
Other articles	..	..	100,000
Total	..	..	322,800

LONDON:
Printed or Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 6 | 90—H & S 889)

FOREIGN OFFICE.

1890.

ANNUAL SERIES.

No. 745.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

TURKEY.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF ALEPPO.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 500.

Presented to both Houses of Parliament by Command of Her Majesty,
JULY, 1890.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
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1890.

[C. 5895—148.]

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TURKEY.

ALEPPO.

Consul Jago to the Marquis of Salisbury.

My Lord, *Aleppo, May* 26, 1890.

I HAVE the honour to transmit herewith my Report on the Trade and Commerce of Aleppo for the year 1889; also the Report of Mr. Vice Consul Christmann, of Adana, for the same year.

The delay in forwarding these reports has been caused by the difficulty in obtaining the necessary statistical information relating to Adana.

I have, &c.
(Signed) THOS. S. JAGO.

Report on the Trade and Commerce of Aleppo for the Year 1889.

Exports and imports.

The returns of trade at Alexandretta, the port of Aleppo, for which I am indebted to Mr. Vice-Consul Catoni, show a diminution in value, as regards exports, of 71,546*l.* Imports, however, increased by 71,444*l.*

Cereal harvests and grain exports.

The crops of cereals of 1889 were good on the coast-line, owing to an average rainfall, but in the interior of the province, notably to the east of Aleppo, deficient rains and ravages of the locusts reduced the yield to a little more than one half. Prices, however, did not rise in proportion, owing to the large quantities still existing in the country from previous harvests, and which had remained unsold owing to the little demand for export to Europe which existed; the competition of India and Russia in the markets of Europe, combined with the excessive cost of transport to the coast, resulting in a large portion of the harvests of 1887–88 still remaining unsold in the villages.

The hard wheats of Aleppo formerly much sought after, especially in Italy for the manufactures of maccaroni, &c., and which were worth, two or three years ago, 14*s.* to 15*s.* per 100 kilos. f.o.b., at Alexandretta, did not this year exceed the average price of 12*s.*, and even at this low price exporters realised little or no profit. Thus in 1889 only 9,908 tons of wheat were exported,

against 12,532 tons in 1888. The same stagnation did not however extend to barley and oats raised on the coast-line, and comparative large quantities were exported to Marseilles, where these two articles were in demand. Those raised farther inland remained, however, untouched, owing to the ruinous cost of transport.

Wool. 3,667 tons of wool were exported, of which 2,351 tons went to Marseilles. England, which usually takes about 1,000 tons yearly, took only 415 tons this year, owing, it is said, to an increase of freights to Great Britain.

Copper ore. Only 460 tons of copper ore were exported this year from the mines of Argana Maadani, near Diarbekir, against 1,950 tons last year; explained partly by fall in prices in Europe, and partly by the difficulties of transport to Alexandretta, the camel being the only means available.

Liquorice root. Liquorice root continues to be gathered in the plains of Antioch, Killis, and Marash, and after being pressed by steam-power at Alexandretta is forwarded to the United States by sailing vessels. The cost of transport (by camel) from the Antioch and Killis plains to Alexandretta averaged this year 28*s.* per ton, the freight from Alexandretta to New York being 26*s.* In other words, it costs more to transport 1 ton of root a distance of a few hours, than a journey of 80 to 120 days by sailing vessel. In 1887 it was 32*s.* against 13*s.* This season, on account of these high charges for transport, especially when the root is brought from Marash, &c., the American importers are procuring the bulk of their supplies from Batoum, which means a loss of some 36,000*l.* to the poorest class of the inhabitants of this country, namely, the peasants.

Cattle and sheep. The exportation of cattle and sheep to Malta and Egypt still continues, but on a diminished scale, owing, as regards the former, to the competition of Russian bullocks.

Native The export of native cotton and silk manufactures of Aleppo, Killis, Aintab, &c., on which depends so much the prosperity of a very large proportion of the town population of this province, and which has of late years most seriously suffered by political events in the Soudan, the chief customer, has been particularly active during the latter part of the year, especially to Anatolia. The recent abolition of the 4 per cent. export duty formerly exacted by the Government on Aleppo manufactures passing by sea, from one Turkish port to another, has had much to do with this returning prosperity. On the other hand, exports to Egypt have been seriously hampered, it is said, by the provisional imposition of an

Imports. import duty of 8 per cent. at Alexandria.

The increase noted in the total value of imports affects British and Italian manufactures, French leather, Russian petroleum, and many other articles of minor importance. England still holds the chief place, the total imports from which amounted to 961,600*l.*, or more than the half of the total value of imports from all countries.

Among the imports from England are manufactured goods

(Manchester) and tissues, to the value of 793,260*l.*; cloths, to the value of 21,046*l.*; coffee, 28,938*l.*; iron, 18,313*l.*; and drugs and sundries, 11,328*l.* Indigo comes from India.

Turkey holds the second place with a total value of imports of 280,965*l.*, but it should be observed that large quantities of imports from Turkish ports are in reality of European origin.

France comes next with a total value of 203,359*l.*, consisting chiefly of silks, leather, sugar, liquors, candles, &c.; but speaking of her manufactures, tissues, &c., prices are generally too high for this country, the present condition of which causes cheapness to be above all the chief consideration.

Austria figures next for 160,250*l.*, the largest part of which imports are, however, really German, but being shipped at Trieste figures in the returns as Austrian.

Shipping returns.

The shipping returns show a decrease of 42 steamers and 19,596 tons register, caused by Alexandretta being no longer a port of call for the Russian Steam Navigation's steamers, and by the continued interruption in the Bell's Asia Minor line (Smyrna branch), which this year sent only one steamer. Those companies whose boats call regularly are the French Messageries, the Egyptian Khédivié Company, and Bell's Asia Minor Line (Syrian branch). The Ottoman Company, Masousé, sent this year 51 steamers against 33 in 1888, but the service is irregular. Papayanni's and Moss' Liverpool lines of steamers, as also the Marseilles "Cyprien Fabre" line, call at irregular intervals.

Sailing vessels decreased by 11 ships, but the total tonnage increased by 1,301 tons.

While British shipping shows a diminution of 19 vessels, the decrease in tonnage, however, only amounted to 293 tons. The total value of merchandise brought by them amounted to 804,913*l.*, against 812,244*l.* in 1888. On the other hand, the value of goods shipped was only 202,538*l.*, against 280,123*l.* in 1888; a fact ascribable to rival competition and the cessation of the Smyrna line of Bell's Asia Minor Company.

General remarks.

Trade in general during the past year has been marked by the same stagnation which characterised that of 1888, and curtailment of credit, scarcity of money, want of confidence, and general distrust and apathy continue to prevail. This can hardly be wondered at when it is considered that no demand for the staple product of the country—namely, cereals—exists for exportation; and in consequence the condition of the peasant, the largest class of the community and the backbone of the country, remains impoverished, and he is unable to realise with any profit the fruit of his labours. This naturally reacts upon all classes of the community which depend for their existence on the prosperity of the country, and the ordinary movement of commercial affairs. And I regret to have to report that, despite the crying necessities of the land in this direction, nothing has yet been done towards providing some cheap means of communication with the coast for the surplus produce of one of the richest provinces of Turkey. The means of transport continues, as in past ages, to be confined to

camels, horses, and mules, following the ancient tracts of centuries, the merchandise carried by which remains exposed in winter to wet and mud, no shelter being obtainable along the roads from the inclemency of the weather. On some of the roads a system of insurance against damage from weather or breakage obtains among the carriers, but its great cost renders it inapplicable to bulky merchandise.

Last week, for instance, I paid 3*s.* 8*d.* for carriage and insurance of a small box, which a man could carry, from Alexandretta to Aleppo by the caravan road, a distance of about 80 miles, or say three days by mule, and seven by camel in the most favourable weather. The carriage or rather cart-road from Alexandretta to Aleppo is neglected and out of repair, and it will soon be impossible to travel by it.

Two hundred years ago, according to the archives of this Consulate, merchants had precisely the same difficulties to contend with in transporting their goods between Aleppo and the sea as at the present day. Paucity of animals at times, damage by rain and mud, breakage, and delay on the road by bad weather and freshets in the Afreen river which has to be crossed, are complained of with the same monotonous regularity as now. In this direction nothing has changed. Thirty years ago Her Majesty's Consul at Aleppo, in his commercial report, in enlarging on the necessity of roads for the development of the country and its resources, stated that the cost of transport of a quarter of wheat from Aleppo to Alexandretta was equivalent to its prime cost at the former place. Things have not much altered since then, save that the exportation of cereals has well nigh ceased; in 1885, grain to the value of 252,088*l.* was exported; in 1889, to the value of 68,316*l.* only. The competition of India and Russia has no doubt much to answer for, but not all. The price of good Aleppo wheat is now 48 pias. to 55 pias. per shumbul, equal to, say, 17*s.* to 19*s.* 7*d.* per quarter; the carriage from here to Alexandretta by cart-road of 99 miles, varies between 38 pias. and 70 pias. per cantar, or say 4*s.* 9*d.* to 9*s.* 9*d.* per quarter, the last rate being equivalent, therefore, to 50 per cent. of the prime cost. As camel hire often varies between 2*s.* and 3*s.* per quarter within a week, and as, especially during spring, through pasturing along the road, the camels often take 15 to 20 days to reach Alexandretta, it will be apparent that no contract can possibly be made for delivering cereals at Alexandretta at any given time or rate. In October last, for instance, a London firm placed in the Aleppo market an order for 1,200 tons best Aleppo white barley to be shipped free on board steamer at Alexandretta at a certain date in December. Although local prices and cost of transport were then most favourable to the operation, the Aleppo merchant was obliged most reluctantly to decline the operation, solely owing to the impossibility of estimating with any degree of certainty, the probable cost of transport two months hence, it fluctuating, as I have said, between 4*s.* 9*d.* and 9*s.* 9*d.* per quarter. The order went to Russia, and the barley remains

unsold. This is only one of the many instances whereby the progress of the country is not only retarded, but its gradual and certain decadence ensured, to the lasting injury of both rulers and ruled.

The heavy losses of the local treasury of late years, through the inability of tithe farmers to meet their engagements, consequent on the low price of grain, through no demand existing for export at remunerative prices, owing to the prohibitive cost of transport, coupled with the difficulty experienced in collecting taxes from a people the reverse of prosperous, through commercial stagnation, have, it is said, attracted the serious attention of the enlightened ministers of the Porte as to the absolute necessity of opening up some cheap means of communication with the sea; and it may be hoped in the interests of all concerned that one of the numerous demands for concession of a railway between Alexandretta and Aleppo, which have been for some years before the Porte, may be favourably entertained, and that soon.

As things are at present a good diligence and cart service, with of course a suitable road properly kept up, or even a service of bullock waggons, would be deemed a God-send and would be hailed with much rejoicing.

When it is considered that the aggregate value of imports and exports at Alexandretta, the port of Aleppo, amount to about 2,750,000*l.*, even under the present deterring circumstances. Some change in the means of transport for merchandise and produce other than those existing in bye-gone ages, would seem to be imperatively called for, both in the interests of the State as of the people.

Weights and Measures.

Turkish.	English.
1 dram	1·818
400 drams = 1 oke	2·841
1 cantar = 200 okes	
1 nottolo = 2 okes	
89·424 okes	1 cwt.
316 kilos. of Constantinople	100 imperial quarters
1 shumbul = 70 to 71 okes	
2½ shumbuls	1 imperial quarter

Monies.

125 piastres, Aleppo currency	1 Turkish lira
138 „ „ „	1 sovereign

Annex A.—Return of Shipping at the Port of Alexandretta during the Year 1889.

Flag.	Steamship.			Sailing Ships.			Totals.		
	Number.	Tons.	Crews.	Number.	Tons.	Crews.	Number.	Tons.	Crews.
England	70	42,401	2,367	1	674	15	71	43,075	2,382
France	65	88,733	3,636	...	...	...	65	88,733	3,636
Russia	33	43,744	1,715	...	...	...	33	43,744	1,715
Turkey	51	50,838	2,763	157	4,494	739	208	55,332	3,502
Egypt	52	49,247	2,244	...	...	...	52	49,247	2,244
Italy	2	1,008	53	10	4,862	102	12	5,870	155
Greece	3	2,574	126	17	4,939	223	20	7,513	349
Austria	2	1,425	68	1	830	18	3	2,255	86
Spain	3	1,989	107	...	...	...	3	1,989	107
Total	281	281,959	13,079	186	15,799	1,097	467	297,758	14,176
„ for the year preceding ...	323	301,555	...	197	14,498	...	520	316,053	...

Annex B.—Return of Principal Articles of Export from Alexandretta during the Years 1889–88.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Native and manufactured goods	235	98,706	243	103,580
Cocoons	51	24,373	34	19,315
Cotton	301	12,487	195	8,231
Wool	3,667	169,020	3,591	175,352
Galls and yellow berries ..	872	49,927	825	49,573
Yellow wax	45	4,865	35	4,014
Gum	112	8,828	114	8,911
Sesamum	274	3,284	216	3,186
Wheat and various kinds of seeds	9,908	68,316	12,532	90,094
Soap	101	3,232	73	2,294
Tobacco and tumbac ..	70	5,538	72	5,672
Pistachioes, nuts, and raisins	747	26,855	673	23,923
Butter and provisions ..	1,320	69,229	1,206	64,547
Morocco leather and hides	450	26,867	316	18,932
Goats' hair	47	6,792	56	8,238
Firewood and bark ..	2,320	5,661	3,105	8,540
Liquorice root	4,522	35,892	4,121	33,507
Sundries	1,421	71,686	1,225	60 494
Copper ore	460	17,147	1,950	69,568
Cattle	..	78,188	..	87,036
Specie	..	193,751	..	207,181
Total	26,923	980,642	30,582	1,052,188

Annex C.—RETURN of Principal Articles of Import to Alexandretta during the Years 1889–88.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Manufactured goods ..	3,876	1,111,461	3,569	1,063,722
Cloth	126	73,900	141	89,013
Silk	7	9,512	7	10,149
,, manufactured ..	20	46,610	19	47,628
Sugar	1,136	34,604	1,124	36,297
Coffee	246	25,099	227	23,287
Rice	788	15,730	772	17,422
Cochineal	46	14,185	40	12,906
Spirits	327	14,346	278	12,139
Leather and hides ..	439	57,353	422	47,843
Pepper and pimento ..	77	2,939	90	3,536
Provisions	260	5,784	258	5,212
Paper and stationery ..	141	11,435	167	13,777
Copper	280	30,338	293	32,625
Lead, zinc, tin, steel ..	492	15,517	514	16,182
Iron and hardware ..	1,088	23,595	1,060	23,678
Indigo	71	57,096	70	55,780
Petroleum	4,508	30,780	2,117	17,169
Glass and crystal ..	256	11,995	242	11,400
Drugs and sundries ..	2,026	99,861	1,658	84,855
Specie and jewellery ..	..	72,370	..	68,446
Total	16,210	1,764,510	13,068	1,693,066

Annex D.—TABLE showing the Total Value of all Articles Exported from and Imported to Alexandretta from and to Foreign Countries during the Years 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
England	94,831	178,347	961,598	924,556
France	191,442	144,237	203,359	198,236
Italy	72,809	91,979	43,127	24,316
Austria	12,934	11,219	160,256	168,533
Greece	4,485	5,404	..	..
United States of America	41,052	41,655	..	..
Turkey	357,111	377,570	280,965	286,724
Egypt	205,978	201,777	82,567	70,719
Russia	..	..	32,638	19,892
Total	980,642	1,052,188	1,764,510	1,693,066

ADANA.

Mr. Vice-Consul Christmann reports as follows:—

Prefatory remarks.

The crops of the year 1889 proved unsuccessful; unfortunately for this vilayet there is a succession of bad crops instead of good ones, so anxiously desired, in order to help people generally.

The general appearance was satisfactory up to February, but the rainfall during the months of March and April was insufficient, only 1·24 and 0·42 inches respectively, therefore the plants could not receive their full development; more especially wheat suffered in a higher degree from want of rain, and the fields were dried out before the ears matured.

The insufficiency of rain during March and April prevented also the development of the cotton and sesame plantations, so these crops proved the same, a partial failure.

The importance of the crops can be better understood from the result of the tithes, which in 1889 produced 50,000*l.*, as against 85,000*l.* in 1888.

Exports.

The annexed table A. shows the export of the vilayet, amounting to 488,750*l.*; of this 374,450*l.* have been exported from the port of Mersina and 114,300*l.* from other places, making a total of 488,750*l.*, as against 485,023*l.* in 1888.

Cotton yarn.

Among the export articles this year we see, for the first time, cotton yarn to the value of 12,500*l.*, which is the produce of the mill at Tarsus; the whole is exported to Turkish ports.

Trade with England.

The quantities of articles exported to England are as follows:—

	£
Cereals to the value of	35,000
Cotton „	4,000
Cotton seed „	4,600
Wool „	3,200
Sundry articles to the value of	2,000
Total	48,800

France.

France receives the largest part of the products among the foreign countries, chiefly on account of the regular shipping facilities existing between the ports of Mersina and Marseilles, and also owing to the credits granted by French firms to the merchants here and at Mersina. The articles exported to France are:—

	£
Cereals to the value of	65,000
Sesame „	23,200
Cotton „	32,000
Wool „	26,000
Raisins „	5,200
Yellow berries „	24,500
Gum tracag. „	37,000
Sundry articles to the value of	15,000
Total	227,900

		£
Italy received corn	for	12,000
Austria „ cotton	„	11,000
Russia „ „	„	2,800
Greece, sundry articles	„	2,500

The rest of the products has been shipped to Turkish ports.

Imports. The annexed table B. shows the imports of the port of Mersina, which is the principal place for all goods arriving.

The total value of all goods imported amounted to 355,420*l.*, as against 365,800 in 1888. If we deduct the value of cereals imported in 1888 before the crops were available, amounting to 55,000*l.*, we find that the imports of 1889 show an augmentation of 45,000*l.* in round figures.

Origin of goods. As the largest part of goods imported are sent from Beyrout and Smyrna, it is difficult to ascertain the original country they come from. However, nearly all the cotton goods are of English origin, with the exception of some specialities (imitations of oriental articles) manufactured in Switzerland. In addition to the cotton goods, England sends all the copper, rough iron, machinery, jute sacks, earthenware, etc.

The woollen stuffs came chiefly from Germany and Austria, and the last-named country further sends all the matches, paper, glassware, and the largest part of sugar.

Petroleum comes exclusively from Batoum, the American being unable to compete with it.

The imports from France are of no importance, consisting chiefly in fancy goods and colonials.

Shipping. The annexed table C. shows the movement of the port of Mersina during 1889. The only item worth mentioning is the suspension of the Russian line of steamers, which since July, 1889, have ceased to call at Mersina.

Agriculture. The return of the crops having been poor, farmers were unable to employ capital for ameliorating the state of their farms, viz., to increase the stock of cattle and to provide themselves with machinery and improved agricultural implements, which they had already occasion to appreciate. This country requires a series of good prosperous years to heal the old wounds caused by consecutive bad crops. The farmers have now understood the necessity of improved implements, but for the present they cannot afford the outlay.

Vineyards. They suffered equally from the same causes as the other crops (want of rain). Notwithstanding, the area of vineyards has been augmented last year by about 7,000 acres, so the total area of vineyards around Adana amounts to about 14,000 acres.

Sericulture. The climatic conditions have been on the whole not favourable to the silkworm in 1889, therefore the results obtained did not fulfil the anticipated hopes. However, steady efforts are continued to acclimatise this branch in the country.

Industry: Cotton. The cotton mill at Tarsus worked very satisfactory, and its produces are eagerly purchased in this vilayet and other Turkish provinces. The mill delivers cotton yarn from No. 4 to 18.

Silk. A small silk-spinning factory, containing 15 pans (bassines), has been established at Adana last year, and it produced about 900 lbs. of raw silk.

Leather. The boot-leather manufacture gave also good results, and we notice its influence by the diminution of foreign leather in the imports.

Wood and timber. This trade was suddenly stopped during the summer of last year in a somewhat arbitrary way by the Governor-General, and contrary, it is strange to say, to the will and the interest of the forest department. The Governor-General interfered with the intention to prevent certain abuses which were going on, only a wrong way to do it was chosen, and, therefore, the consequence was that a trade which offered a source of considerable profit generally was stopped. It is to be hoped that the matter will receive the attention of the Central Government, because the stoppage of the timber trade is detrimental both to the treasury and the country.

The Mersina-Tarsus and Adana Railway. The railway carried from January 1 to December 31, 1889, 20,772 tons of goods, with gross receipts amounting to 5,927*l.*, as against 31,008 tons, with 8,560*l.* gross receipts in 1888.

Goods traffic. Passenger traffic. The railway carried during the same period 27,804 passengers, with gross receipts amounting to 3,343*l.*, as against 34,225 passengers, with 3,520*l.* gross receipts in 1888.

Total of gross receipts. The total of the gross receipts of the railway amounted therefore to 9,270*l.*, as against 12,080*l.* in 1888.

There is, therefore, a diminution of 2,810*l.* in the gross receipts. Of these, 2,633*l.* in the goods traffic, and 177*l.* in the passenger traffic.

Annex A.—RETURN of Principal Articles of Export from the Vilayet of Adana during the Years 1889 and 1888.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
I. From the Port of Mersina—				
Wheat	15,173	85,000	7,560	40,320
Barley	8,100	25,800	4,045	17,120
Oats	712	2,400	700	2,628
Millet and maize ..	497	1,300	..	..
Cotton (10,510 bales) ..	1,577	63,000	2,060	84,900
Cotton seed	920	4,600	..	..
Sesame	1,740	24,200	1,284	19,000
Wool	730	29,500	668	35,400
Raisins	260	2,400	130	955
Yellow berries	368	24,500	205	16,400
Gum tracaganth ..	232	37,000	135	18,500
Dried fruits	160	4,500	250	5,400
Skins	295	12,000	435	28,000
Silk cocoons	4	350	8	980
Beeswax	38	4,500	180	17,500
Cattle	..	3,000	..	3,900
Carpets and rugs ..	40	4,500	58	7,000
Tar	304	4,300	..	..
Wood and timber ..	1,500	3,600	2,900	5,000
Cotton yarn	151	12,500	..	..
Other articles	1,250	25,500	1,474	28,270
	34,051	374,450	21,980	329,273
II. From other Ports—				
Wheat	8,000	39,600	14,000	69,000
Barley	7,500	20,100	13,000	35,000
Millet	3,200	14,100	3,000	13,500
Sesame	300	4,000	250	3,400
Cotton	440	17,500	..	..
Valonea..	254	1,600	2,200	11,200
Raisins	350	2,800	150	1,150
Wood and timber ..	2,100	3,200	8,500	12,500
Other articles	2,000	11,400	1,750	10,000
	24,144	114,300	42,850	155,750
Total from the vilayet	58,195	488,750	64,830	485,023

Annex B.—Return of Principal Articles of Import to Mersina during the Years 1889-88.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wheat	..	..	2,360	19,100
Barley	..	..	566	2,720
Flour	34	300	4,538	36,700
Cotton seed	..	..	620	1,900
Oats	..	..	690	4,600
Coffee	195	14,700	120	9,600
Sugar	1,200	24,000	976	23,400
Rice	440	5,200	677	9,200
Rough iron	400	3,500	300	2,400
Copper sheets and bottoms	270	22,000	..	..
Nails and iron tools ..	620	8,600	800	11,000
Machinery	60	3,500	300	5,000
Manchester goods ..	612	49,500	900	60,000
Jute sacks and sacking	80	2,540	62	1,800
Woollen stuffs	280	23,000	250	20,500
Leather	96	8,400	142	16,000
Petroleum (43,635 cases)	1,309	13,200	1 050	9,000
Spirits and wines ..	296	14,500	253	12,000
Soaps	1,797	57.200	870	29,600
Olive oil	124	3,600	82	3,280
Tobacco	316	60,000	354	42,000
Preserved provisions ..	103	1,800	287	4,500
Fruits	435	4,980	355	6,000
Drugs and chemicals ..	60	3,500	130	5,000
Spices	24	4,500	30	4,000
Glass and earthenware ..	238	800	810	3,000
Fancy goods	86	3,700	104	5,500
Other articles	574	22,400	590	18,000
Total	9,650	355,420	18,266	365,800

Annex C.—Return of all Shipping at the Port of Mersina in the Year 1889.

Nationality..	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels	Tons.	Number of Vessels.	Tons.
British	...	...	102	44,376	102	44,376
French	...	...	68	156,502	68	156,502
Egyptian	...	...	53	52,706	53	52,706
Russian	...	...	29	40,106	29	40,106
Turkish ...	299	11,618	32	29,219	331	40,837
Greek	14	3,230	23	8,584	37	11,814
Spanish	...	...	3	1,989	3	1,989
Italian	1	271	...	...	1	271
Austro-Hungarian	...	...	1	444	1	444
Jerusalem	15	435	...	...	15	435
Total	329	15,554	311	333,926	640	349,480
,, for the year preceding ...	453	20,889	322	328,736	775	349,625

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1890.

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TURKEY.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF SMYRNA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 587.

Presented to both Houses of Parliament by Command of Her Majesty,
AUGUST, 1890.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

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TURKEY.

SMYRNA.

Consul-General Holmwood to the Marquis of Salisbury.

My Lord, *Smyrna, June* 30, 1890.

I HAVE the honour to transmit herewith a Commercial Report of this district for the year 1889.

Part I., which deals with Smyrna and its trade, is fairly complete, and the statistics given may be accepted with confidence as a practically correct return of trade and shipping.

Every question of practical importance has been dealt with, but, in order to secure conciseness, some subjects of interest have been passed over; any suggestions, however, from manufacturers, capitalists, or others, interested in the trade of this country, for improving the form of future reports, will be gladly considered.

I had hoped to have furnished a fuller and more useful report upon the condition and resources of the country generally, but it was found inexpedient that the comprehensive inspection of the inland districts, which I had proposed with this object, should, this year, be carried out. In Turkey it is unsafe to accept information from the interior, even when derived from sources apparently reliable, unless the facts be carefully checked and verified. Until able, therefore, to do this with some approach to completeness, I have preferred withholding information which could not confidently be put forward as a sound guide to our manufacturers and capitalists.

The whole of the statistics, included in Part I., have been most carefully checked, and have been amended wherever proof has been obtained of inaccuracy in the official returns upon which they were originally based.

Every article among the imports and exports has afterwards been compared with the lists published from time to time by European brokers, and the result of the two methods has again been finally amended after personally checking or verifying each item with the assistance of our leading merchants, to whom I am greatly indebted for most valuable information always readily furnished.

The shipping returns are based upon official tables, obtained

from the respective consulates, but these have equally been verified through independent sources.

Railway statistics are from official records supplemented by information kindly afforded by the local managers.

The remaining statistics have, as far as possible, been obtained from the Ottoman authorities, who have invariably proved willing and courteous in supplying information to the best of their ability. Every figure, however, has been thoroughly checked through channels in which I have felt the utmost confidence, indeed, in almost every instance I have obtained access to the vouchers upon which I have relied.

Part II. contains the commercial reports of the consular officers residing in the islands and outports under my supervision. They are incomplete, and in some other respects unsatisfactory, but this arises from no fault on the part of our representatives. I trust, now that your Lordship's sanction has been given for visiting their districts, that I shall be able to supervise and assist in the preparation of next year's returns more effectually.

The great difficulty in reporting on the commerce of the islands and outports arises from the fact that the greater portion of their trade is transacted with and transmitted through Smyrna, so that, for statistical purposes, they are too closely affiliated with the trade of that city to admit of separate treatment, at any rate in the absence of detailed customs returns.

The reports for 1888–89 from Mr. J. F. Jones, H.M. Vice-Consul, at Rhodes, are transmitted without abbreviation. He has taken considerable pains in collecting the statistics he furnishes, and the two years, taken together, will give a fair insight into the present trade of this formerly important island. Most of the other reports have had to be translated and abridged.

I have, &c.

(Signed) FREDERIC HOLMWOOD.

Commercial Report on Smyrna for the Year 1889.

Part I.

Smyrna is the emporium for the trade of the whole of that part of Asia Minor, which is situated on the shores of the Mediterranean, as well as for the greater part of the country lying inland for nearly 300 miles from the city itself.

Although, officially, the district of Smyrna only comprises the province of Aidin, yet virtually its commercial influence extends over the most fertile portion of Asia Minor, including the provinces of Konia and Adalia, and parts of Angora, Broussa, and Adana, besides the whole of the Turkish archipelago.

This commercial influence is yearly increasing, owing to the favourable situation and convenience of its port and to the extension of its railway communications, which latter have been

wholly constructed with British capital, and are under British management.

The population of Smyrna is estimated at 210,000. The following table may be considered as approximate in regard to nationalities:— Population.

Mohammedans	52,000
Jews, Ottoman subjects	23,000
Greeks „	62,000
Armenians „	12,000
Other Christians „	2,600
Greek subjects	45,000
Italian „	6,500
French „ (including Swiss)	2,500
Austrian „	2,200
British „ (including Maltese) ..	1,500
Persian „	800
Russian „	220
German „	214
American, Spanish, and Dutch	316
Total	210,850

Of the foreign residents the majority are born in the country. Port.

The port of Smyrna is one of the finest and safest in the Mediterranean; it possesses a commodious harbour, which can be entered during any weather, and the largest steamers can lie safely moored at its quay and jetties.

There are no actual harbour imposts; all shipping charges, except small lighthouse and sanitary fees, being merged in the quay dues which are levied on all imports and exports in accordance with a fixed official tariff approved by the foreign representatives and mercantile community. The quay and harbour are capable of indefinite extension, provided that the harbour approaches are not allowed to become silted up, a danger which does not always receive the attention it merits, although the adjacent ruins of Ephesus with the site of its once important harbour, now lying several miles inland, might be expected to afford a warning, as it does an example, of what Smyrna might not impossibly become through neglecting the changes which from time to time occur in the delta of the Hermes, so dangerously contiguous to its already narrowing channel.

The Smyrna quay (and harbour) was constructed by a French company, and up to the present time has remained under French management, which has given general satisfaction. It runs the whole length of the sea frontage of the city, which is about two miles in extent, but building is rapidly increasing, especially at its south-west extremity. A tramway, extending to the whole length of the quay, places the custom-house and warehouses in communication with the Aidin railway, which has secured the right to run goods trains over the tram rails at stated hours, as well as to land and ship merchandise, passing by its lines at its own quay.

His Majesty the Sultan has recently concluded a private agreement for purchasing the Smyrna quay from the present

concessionaires, who however have not yet received the sum, on the receipt of which they are to give up the management. This arrangement causes considerable anxiety both among the mercantile community and householders, as, once the management is transferred into Turkish hands, the present guarantee that the quay with its tramway and drainage system will be kept in good repair, will cease. Hopes are, however, entertained that an arrangement may be arrived at whereby the purchase-money, including a profit to the present purchaser, may be provided by a public company, and I have reason to believe that such a measure will at once be carried out if His Majesty can be induced to sanction a European majority upon the future board of management.

In such an event both the harbour and quay would be greatly enlarged and extended, and docks would probably be constructed. The question of the provision of grain-elevators for this port would doubtless be also considered. The whole question must eventually become of the utmost importance for the trade of Smyrna, and indeed for the development of Asiatic Turkey, and consequently for the Ottoman revenue, each of which will suffer permanently should the quay be allowed to fall into disrepair or its management become disorganised.

Lighting of Smyrna.

Smyrna is completely lighted by gas, supplied by a British company. The electric light is installed in several private establishments, and proposals have been discussed for replacing gas by electric lighting in the streets. This change is likely to be carried out in the near future, the gas company being quite prepared to change their plant so soon as the municipality offer them a reasonable and durable contract.

Drainage.

The drainage of the city is bad, and will, I fear, long continue so, the levels of the houses being often below that of the sea, and the large extent of land reclaimed at the time the quay was constructed having too slight a fall for sanitary purposes. Much, however, may be done for the amelioration of the drainage system in event of the quay coming under the administration of a strong public company.

Municipality.

The municipality of Smyrna is at present composed wholly of Ottoman subjects; until recently the European residents were represented on its board. In connection with this change a part of its revenue has unhappily been diverted from its proper uses, nearly half of it being now transmitted to Constantinople. The consequence is that the streets, which under the late régime had commenced to assume the aspect of a European city, are now greatly neglected, and in order to maintain the lighting of the thoroughfares, the present municipality has been compelled to run into debt.

The municipal rates are far too low; they might readily be augmented without pressing at all heavily on the inhabitants. Owing, however, to the large proportion of valuable house property owned by subjects of foreign powers, the assent of the foreign representatives would be necessary in carrying out such a measure,

and until their protégés are allowed a voice in the expenditure of the municipality they can scarcely be expected to acquiesce in the increase of its revenue.

This is a question which may at any moment vitally affect commercial interests, but, as in the case of many other difficulties in Turkey, it is practically useless to make any representations to the authorities until the existing vicious system results in some catastrophe which may render useful intervention possible.

Climate. The climate of Smyrna is very uncertain and variable. The average rainfall is 24⅓ inches, but there have been years in which the amount has not exceeded half the average, and this year (1889–90) there seems every probability that it will be reduced to 7 inches. The autumn and spring are generally temperate. From September 20 to Christmas, and again from April 1 to June 20, the climate commonly leaves little to be desired. The winter is generally cold, and the city is very subject to sudden bursts of humid and extremely penetrating winds coming from the mountains, which surround it to the north and north-east. The summer, which falls late for this latitude, is intensely hot, the thermometer standing constantly at 102° in the shade during the day, and 92° at night. Such heat is, however, rarely experienced except from the end of June until the middle of September, which is just the time that it becomes of the utmost value to the principal industry of the country, for it enables the fruit grower to complete the curing of figs and raisins without artificial appliances.

The "Inbat," a humid S.W. wind, sometimes blows daily throughout the summer, but it is doubtful whether in such years the season is not more unhealthy than in those when the heat is greater but drier. Business at Smyrna being, however, almost at a standstill during the summer months, most of the inhabitants who can afford to do so leave for Europe, the islands, or for some watering place on the coast.

Sanitary. Smyrna is decidedly a feverish city, but in most years the fever is mild, and there can be little doubt that so soon as the extensive marshes to the N.E. are properly drained, this evil will be greatly mitigated. Typhoid and diphtheria are sometimes prevalent, and throat affections are, during the winter, almost universal, but they seldom assume a virulent form.

On the whole, though the air of the Turkish coast is undoubtedly extremely enervating, the climate cannot be decidedly unhealthy, otherwise Smyrna, with its crowded population and utter neglect of sanitary regulations on shore, would be a hot-bed of plague and disease, whereas it has for many years past enjoyed a remarkable immunity from serious epidemics.

In the summer and autumn of 1889, however, the dengue fever visited the country, and few escaped an attack. It was immediately followed by an epidemic of influenza, from which probably 80 per cent. of the population suffered.

Education. Smyrna possesses the advantages of education in abundance. The public schools for the Turkish, Armenian, Greek, and

Jewish subjects of the Porte leave little to be desired, while the youth of the Greek, Roman Catholic, and Protestant communities, subjects of foreign powers, are well provided with both secular and religious instruction by institutions mostly affiliated to their respective churches. The better classes of all denominations employ private education, for which there are ample facilities.

The city is remarkably well supplied with hospitals, whose management is generally admirable.

Seaman's hospital.

The British Seamen's Hospital is maintained by a fee of $1\frac{1}{4}d.$ per ton net on British shipping entering the port, no ship being subject to the rate a second time within a month. British subjects, not being seamen, as well as seamen of foreign nations having no hospital of their own, are admitted on payment, provided there be space for their reception.

Places of worship.

There are, both in the city and suburbs, numerous mosques and churches. The Greek, Armenian, and Roman Catholic churches are under resident archbishops and bishops. There are three Protestant churches, viz., the British and Dutch Consular chapels, and an American church; there are also two English churches in the suburbs.

Banks.

Smyrna has two public European banks: the Imperial Ottoman, and the Crédit Lyonnais; there are also several private European banking houses.

Railways.

Smyrna is the terminus of two railways, whose capital and management are British.

The Smyrna and Aidin Railway Company's line now runs the entire length of the river Meander, the valley of which it traverses for the greater part of its route. This line has a total length of 304 miles. The extensions to Diner (234 miles) and Chevril (240 miles from Smyrna) were opened this autumn; the company has also branches to Thyra and Odemish, and a short suburban line to Bouja.

The total capital of the company is 3,613,140*l.*

	1888.	1889.
	£	£
Gross receipts	220,639	281,868
Working expenses ..	98,813	125,147
Net receipts	121,826	156,721
Increase of net revenue for 1889	..	34,895

Short branches are now in course of construction to Sokia and Denizli.

The Smyrna and Cassaba Railway Company's line, whose only inland terminus was at Alaschier (108 miles), has now completed its extension from Magnesia to Soma, viâ Axar, 57 miles. For the greater part of its route the main line traverses the

valley of the river Hermes. The company has a short line to the suburb of Bournabat, which is about to be extended.

The total capital of the company is 1,548,040*l.*

	1888.	1889.
	£	£
Gross receipts	129,024	143,941
Working expenses ..	66,151	72,270
Net receipts	62,873	71,771
Increase of net revenue for 1889	..	8,898

Railway prospects, always difficult to forejudge, are subject to special hazards in Turkey. There is, however, I am convinced, little to fear for the future prosperity of such thoroughly well-managed lines as the two under consideration, provided they can mutually agree to avoid the one grave danger of clashing interests. Their recent extensions have already placed them in a position to develop the resources of the vilayet of Aidin, and a considerable portion of the fertile provinces of Broussa, Angora, Konia, and Adalia; but it may be some three years before the full result of such development becomes apparent in their receipts.

In the meantime, in common with commerce generally in this country, they will, I fear, experience in 1890 a bad year, owing to the long-continued drought from which all the maritime districts bordering on their lines are now suffering.

Had the extensions existed for a longer period, no doubt the access of freight which would then have accrued from the development of country hitherto little cultivated, would have materially reduced, possibly might have wholly counterbalanced, the loss from short traffic in the plains.

But in Turkey bad years must specially be allowed for, and a temporary fall in the receipts need cause no discouragement, much less uneasiness, though it will be unfortunate if the contingency should occur just after the expenditure connected with large extensions.

The people of Konia and Pergamos are pressing their Government to facilitate the further extension of the respective lines to their towns, and I believe the directors in England are ready to respond to their wishes as soon as the Ottoman Government offers secure and permanent concessions.

The railway communications of this port must have an important bearing on the future of our Empire and commerce in the East, possibly more so, practically, than any other existing question. It is impossible, however, at present to add anything to the observations made last year on this subject, but I trust that in the next report I may be in a position to do so usefully.

Postal service.

The European community of Smyrna is in a favourable

position as regards postal communication. Besides the Ottoman post-office, the management of which might be much improved, there are British, French, Austrian, Russian, and Italian post-offices, all under the supervision of responsible European officials. Letters to and from England average six days in transit; parcels, viâ Marseilles, nine days; viâ Liverpool, 18 days.

The French government has recently made an important increase in the postal establishment here, having leased extensive premises close to the custom-house, which include a residence for the new Postmaster, who is also appointed Commissioner of Government postal lines, the offices of which branch are to be built in communication with their post-office.

The following lines of steamers hold at present the respective mail contracts (their subsidies must be heavy, but I am unable to give them):—the Messageries Maritimes, Marseilles; the Austrian Lloyds, Trieste; the Russian Steam Navigation Company; the Italian Florio Line (Rubattino Company); the Ottoman Mahoussie Line; the Egyptian Khedivié Company.

Finances. The imperial revenue of Smyrna amounts, for 1889, to over 1,600,000*l.*; the following are the details:—

	£	£
Customs (excluding post, &c.) ..	299,223	
Expenses of collection	25,842	
		273,381
Tithes (ashar)	495,000	
Expenses of collection	47,700	
		447,300
Sheep tax (agnam)	102,600	
Expenses of collection	3,780	
		98,820
Verghi and emlak (land tax) ..	..	231,210
Temettu (income tax)	..	110,700
Military exemption tax	..	38,430
Sundry small taxes	..	45,000
		1,244,841
Contribution by Smyrna municipality	..	8,000
Net revenue (exclusive of farmed taxes)	..	1,252,841

This sum was forwarded to the Treasury at Constantinople less 162,000*l.*, retained for the expenses of the administration of the vilayet of Aidin.

The farmed taxes produced as follows:—

	£
Dette générale	160,200
Tobacco régie (less expenses of collection)	200,000
Total	360,200

The dette générale includes the taxation upon five articles: stamps, salt, spirits, fish, and silk. These taxes are farmed by a

syndicate at Constantinople, who pay a fixed sum for the privilege of collecting them.

Tobacco. Tobacco is a Government monopoly in Turkey, a concession for which is granted to the imperial régie, who pay over to the Government treasury an annual sum, according to revenue. It is agreed that this payment shall not be less than 636,000*l.* It will be seen that, for the year 1889, Smyrna produced nearly a third of the whole amount.

Custom-house. The Smyrna custom-house administration is in some respects better than that of other large Turkish towns, but great inconvenience is caused by the lack of space for landing merchandise. The regulations for porterage are, moreover, most unfair and prejudicial to trade, merchants being compelled on this account to pay fully four times the market charges. What becomes of the enormous sum that must be received in connection with this unwarrantable regulation I am unable to say, and until I can find a chance of intervening with a view to its abolishment, it is, perhaps, best not to inquire.

Justice. The administration of justice by the Ottoman tribunals, though a subject of practical importance in connection with British commercial interests in this country, is too involved with political considerations to be usefully discussed in this report.

It is my province especially to watch such administration where British interests are involved therein, and though, in connection with this duty, differences necessarily occur, I have found both the Governor-General and principal local authorities always willing to give credit for just motives, even when Turkish prejudices may be firmly encountered in the representations made to them, a consideration on their part which I am always anxious to return.

Foreign subjects have a voice in the commercial tribunal through assessors selected by their respective Consulates, and either my dragoman or assistant are present to watch every suit to which a British subject may be a party.

The administration of justice in the British Consular Court is egulated by Her Majesty's Order in Council. Litigation, on the civil side, is comparatively light, but, owing to the vast amount of our shipping visiting this port, there is heavy and difficult work on the criminal side. Mr. A. C. Wratislaw, Her Majesty's Vice-Consul here, has conducted most efficiently, during the past year the whole of the work of the British court, except in a very few special cases, my time being fully occupied with other matters. Immovable property in Turkey may be purchased and held by foreigners, but disputes and questions regarding it are decided by the Ottoman courts, and the property itself is always subject, with trivial exceptions, to the same laws, regulations, and imposts, as if held by Ottoman subjects.

This often exposes the foreign proprietor to annoyance and sometimes to loss, but, when convinced that injustice is being suffered by a British subject, this Consulate can generally interfere in his behalf officially.

The tenure of real property in this country is, therefore, to a certain extent insecure, and it is always accompanied by so many anxieties that British subjects would do well, under present conditions, to keep clear of the responsibility except in cases where its possession is essential to the occupations they are engaged in.

Mines, &c.

For the reason given in the covering letter to this report, it is impossible for the present to give much useful information regarding mines and minerals. I am assured, by those who should be best informed on this subject, that the whole country abounds in iron, copper, lead, silver, emery, chrome, antimony, manganese, boracite, and many other valuable mineral substances including coal and petroleum; and I have seen, both in the islands and on the coast, heavy deposits of some of these on the surface, while specimens of them, found in the interior, are being continually brought secretly to those of our merchants known to be interested in the question.

The difficulties thrown in the way of mining operations by the authorities are so great that it is only in very exceptional cases, which can scarcely be judged of, save by a few experienced residents, that they are not prohibitive, which it is evidently the intention of the Government to make them.

Until, therefore, a change takes place in the present regulations as to concessions, it will not generally be worth risking the capital which must be expended before even the right to exploitation can be secured.

The minerals at present exported from Smyrna appear in the export return of this report, the only one shipped in any quantity from this district, which is omitted from that table, is a direct average shipment by a British firm of 15,000 tons of chrome, valued at 67,500*l.*, from Makri, a port in the south of this province.

Trade, 1889.

The accompanying shipping return for the port of Smyrna includes the whole shipping of each nation, with the exception of steamers and sailing craft under 30 tons which rarely proceed beyond the Turkish coast.

Shipping.

The steady progress which during recent years has marked this branch of trade has been fully maintained. The shipping of other foreign nations, except Great Britain, has slightly decreased in tonnage; but that of Turkish vessels has considerably increased.

The shipping of Great Britain stands well at the head of the list, and this is all that could be expected in view of the fact that each of the nations, whose tonnage in any way approaches hers owes its position in this respect to the postal subsidies, which have been sufficiently high to make it profitable to run large steamers simply as passenger boats. No British line here enjoys at present a Government subsidy; the carriage of mails, as well as the main passenger traffic, is therefore almost exclusively in the hands of other nations.

But in estimating the real carrying trade of Smyrna, the tonnage statistics prove wholly illusory, the fact being that British shipping appropriates beyond all comparison the largest share of the freights of this port; a proportion, as regards exports, probably equal to that of the shipping of all the other nations put together.

The explanation of this apparent enigma is found in the fact that the larger steamers of all the other important nationalities are enabled to run solely through state aid. Their postal contracts accord them no time for loading cargoes, even did their other obligations admit of it, and they, therefore, seldom, take more than a few tons of merchandise. In that they almost monopolise the passenger traffic; they, so far, participate in the carrying trade; but so soon as the short tourist season is over this advantage ceases, and for the remainder of the year they have to perform unprofitable voyages, in a strictly commercial sense, merely to earn their subsidy.

The facts in regard to British steamers are exactly the reverse. They do not profess to accommodate passengers, but load full cargoes on the berth, taking from 1,500 to 3,500 tons of produce direct to its destination, after having brought to the country, in almost every instance, a valuable cargo of merchandise.

Table A.—Shipping Return.

Entered.

Nationality.	Sailing Vessels.				Steamers			
	With Cargo.		In Ballast.		With Cargo.		In Ballast.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.
British	2	566	...	...	313	309,948	57	54,575
German	...	...	...	...	1	813	5	4,050
Austro-Hungarian	1	535	2	913	182	175,404	...	...
Belgian	...	...	...	...	1	1,103	...	...
Danish	...	...	...	...	22	23,150	...	...
Egyptian	...	...	...	...	103	103,150	...	...
Spanish	...	...	...	...	1	345	...	...
French	...	...	...	...	210	278,018	9	8,567
Greek	56	7,170	8	826	16	6,555	...	...
Dutch	...	...	...	...	20	19,870	...	...
Italian	1	434	12	8,327	51	73,146	...	...
Russian	2	238	...	...	102	149,200	...	...
Swedish and Norwegian	...	...	...	...	6	5,549	...	...
Turkish	183	21,339	6	382	294	221,970	...	...
Total	245	30,282	28	10,448	1,322	1,368,221	71	67,192

CLEARED.

Nationality.	Sailing Vessels.				Steamers.			
	With Cargo.		In Ballast.		With Cargo.		In Ballast.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.
British	2	566	...	...	329	327,061	41	37,462
German	...	...	...	...	5	4,050	1	813
Austro-Hungarian	3	1,448	...	...	184	178,580	...	...
Belgian	...	...	...	...	1	1,103	...	...
Danish	...	...	...	...	22	23,150	...	...
Egyptian	...	...	...	...	103	103,150	...	...
Spanish	...	...	...	...	1	345	...	...
French	...	...	...	...	210	278,018	...	...
Greek	25	2,816	62	6,340	16	6,555	...	...
Dutch	...	...	...	...	20	19,870	...	...
Italian	13	8,273	...	...	51	73,146	...	...
Russian	1	103	1	135	102	149,200	...	...
Swedish and Norwegian	...	...	...	...	5	4,449	...	...
Turkish	32	3,390	143	20,401	294	221,970	...	...
Total	76	16,596	203	26,876	1,343	1,390,647	42	38,275

N.B.—The above table does not include vessels under 30 tons, and the small coasting steamers that ply between Smyrna, Vourlah, and Aivali.

Exports.

The total value of merchandise exported from Smyrna through the custom-house in 1889 was 4,535,975*l.*, of which Great Britain absorbed 2,092,475*l.*

Beyond this an irregular export does undoubtedly occur every year, but any estimate as to its value must be conjectural.

Table B. gives complete details in regard to the nature, quantity, value, and the destinations of each article, and the statistics have been arranged so that the exact amount, whether in total or detail, of produce imported from Smyrna by every country can be ascertained at a glance.

Any analysis of either the general or of British exports in relation to former years would be liable to mislead, for we have no reliable returns for a series of years for comparison, and the seasons of Asia Minor are far too uncertain to allow of our accepting a five years average of production for the limited area over which regular cultivation has hitherto extended. So soon as we can obtain a five years average, which shall include the production of the highland plateaux now commencing to be developed by railway extension, we shall doubtless be safe in building on such a calculation.

All that can be asserted positively regarding exports in 1889 is that the aggregate total was considerably higher, and the proportion of British trade exceeded, by about 20 per cent., the average of the four preceding years; in short, that 1889 was an exceptionally good year all round, both for the country and foreign trade.

Imports.

The total value of the merchandise imported into Smyrna, through the custom-house, in 1889, was 3,236,139*l.*

Table C. gives complete details in regard to the nature, quantity, value, and derivation of each article enumerated, and, as in the

case of Table B., a comparative estimate of the trade of each nation can be formed immediately by reference to it.

A large percentage must be added to the total value of imports here given in order to arrive at its real amount. This is necessary in consequence of the passage into the country of a considerable quantity of merchandise not officially noted.

No useful purpose would be served by discussing this feature of Turkish trade in this report; it owes its existence to a custom deeply rooted in the official system of the country, and nothing but a radical change in that system, which would fall little short of a revolution, can effect a cure of this weak spot in the constitution.

As it is not advisable for a British official to take any cognizance of the system of "bakhsheesh" in any of its innumerable forms, or to allow himself to be associated, even indirectly, with any of its details, no statistics can be attempted in connection with this special addition to the imposts. My predecessors have been accustomed to add 25 per cent. to the ascertained imports on this account; but, though far from considering this to be an exaggerated estimate, I am unwilling to include among statistics, which are put forward as reliable, an estimate which is admittedly conjectural.

Of the total amount of the Smyrna import trade for the year 1889, Great Britain furnished 1,255,062*l.*, or 39 per cent. of the whole value.

The following are the statistics of British imports for the four preceding years for which we possess fairly accurate records (no reliable returns were prepared for 1887-88):—

British Imports to Smyrna.

Year.	Value.
	£
*1883	1,010,742
*1884	904,757
*1885	678,145
*1886	809,582
1889	1,255,062

* 25 per cent. was added to these totals in the Consular reports.

These figures show an increase of 50 per cent. on the average for those four years.

Commercial Prospects for 1890.

There is every reason to fear that 1890 will prove a bad commercial year for Smyrna. Since the early part of July, 1889, the province of Aidin has suffered from a severe drought; there was no rain during the latter six months of 1889, and but a short supply in the early months of 1890—in fact, the rainfall for the season, which commences in October, and ends in June, has, up to

this date (May 31), only amounted to 6½ inches, the average being 24½ inches.

Agriculture. The disadvantages of a dry winter have been felt throughout the country, but actual drought has been confined to the province of Aidin, where it has been disastrous to the grain crops of the districts surrounding Smyrna to a distance of about 150 miles. At the low elevation which this province possesses, a stinted irrigation, such as is available here, only affects the surface, and, except in a few favoured situations, the subsoil has become literally baked. The result has been that the splendid crops of barley, for which this province is renowned, are this year mostly replaced by fields of dry stalks and withered ears which will probably not repay the cost of reaping.

In April there were some showers, which encouraged agriculturists to sow their summer crops, and since then dari, Indian corn, sesame, and cotton have been planted; but the continued rains which were naturally anticipated have been denied, and, unless a change occurs before the middle of June, I fear the summer crops will also fall short, and that even famine may result.

It is not possible until the end of June to give a reliable estimate regarding the fruit crops. The olive trees, however, which, during the past two years have failed, show signs of a heavy yield; but I cannot think that the present drought will prove otherwise than injurious to figs and raisins, though agriculturists report that the trees and vines have not been damaged, and that they promise an average return.

It is right also to mention that there are individuals, whose opinion is well worthy of attention, who cling to the belief that the grain crops in the Aidin vilayet are only very partially injured, and that we may yet have a yield only one-fifth lighter than last year, and that of better quality. I have been led, however, from personal observation, to the conviction that those who, on the other hand, believe that these crops are practically destroyed, have formed a more correct estimate.

On the elevated plateaux recently brought within the circle of railway communication with Smyrna, and which lie principally in the provinces of Broussa, Konia, and Adalia, there has been a short rainfall; but snow in the winter and frequent showers in the spring have kept the land in fair condition, and as the summer in these districts is comparatively backward, moderate rains will yet ensure at least average crops.

Railway extension in this direction is, however, too recent to have brought about any considerable development of the country, and all that can be hoped for is that good crops may in some measure counterbalance the short grain supply from the maritime region.

If our worst fears are realised, and we have a bad fruit harvest as well as a failure in the summer crops, a serious falling-off in the import trade may be anticipated, and this depression is likely to continue during the following year.

In regard to the British import trade of Smyrna generally,

high as may be considered the position it occupies, there is much room for improvement; but until British firms push British industries, through the medium of agents amenable to British jurisdiction, their efforts to cope with other foreign nations in this country are not likely to prove increasingly successful.

Agents.

There are no doubt great difficulties in the way of obtaining suitable British agents, because they must have a good colloquial knowledge of modern Greek, and in many cases of Turkish, as well as general business qualifications. Moreover, our merchants and commission-houses established on the spot have too much in hand to readily undertake new branches of trade, and a very considerable proportion of such business, always increasing with a rapidly-increasing population, has fallen into the hands of a section of the commercial community here, consisting of Ottoman, Greek, Italian, French, and Austrian subjects, who find it more convenient to deal with continental firms. These difficulties might be overcome if a number of British firms of good standing would combine for that purpose. Some useful suggestions might be made on this subject, but they scarcely lie within the scope of this report; in regard to all such details, however, I am always at the service of our manufacturers.

Allied to this question, and probably to some extent an outcome of the agency difficulty, is another drawback to our import trade, which here, as elsewhere, local traders often allege against British manufacturers.

Working more through trade circulars than by personal communication, our exporting houses are apt to offer British manufactures in too determinate or categorical a form. In conversation with members of local firms, in reference to our various trade lists forwarded to this Consulate-General, the superiority of British goods has rarely been questioned, but some observation to the following effect has invariably followed:—"For this market we do not want exactly any of the patterns or qualities advertised, and when we ask for what we do require we are generally given to understand that we must take either Nos. 1, 2, or 3, or patterns A, B or C, as these are the only sizes or qualities which the firm manufactures. The manufacturers of other foreign countries, particularly of Germany, employ agents who thoroughly understand the languages and customs of the inhabitants, and they modify their patterns even in the most trivial details to suit the market."

Need of suiting articles to popular requirements.

British firms, on the other hand, either trust to trade circulars in English or French, which cannot be read by the people who are expected to profit by them, or they correspond with local agents not answerable to British jurisdiction. The result in the first case is disappointment, and in the other often loss, from which this Consulate is generally powerless to protect its protégés.

Trade circulars.

There is another side to this question, and I by no means recommend British shippers to give the long credits which local traders are now in the habit of demanding. Only in very exceptional cases is such credit safe, and the abuse of the system which

Credit system.

at present exists is causing an amount of speculative, and even dishonest, trading, which will assuredly ere long result in heavy loss to the numerous foreign manufacturers whose agents have been prodigal of their principals' credit for the mere sake of doing business.

Smyrna-Aidin railway.

On the eve of forwarding this report I have been supplied with the traffic returns of the Smyrna-Aidin Railway. These show that for the first 21 weeks of 1890 the traffic receipts have averaged 1,000*l.* per week above those for the same period of last year. These returns are instructive when we look at the condition of the country they apply to. At the commencement of the new year the produce of the maritime region, with the exception of some valonea and grain, has descended to the port of Smyrna, and the traffic receipts would thereafter be derived almost wholly from the transmission of grain deposits from the elevated country beyond the province of Aidin, which had been retained by the farmers to provide against the possible contingency of a failure in the next year's crops.

It is evident, therefore, that the agricultural populations of the elevated plains are now satisfied that their crops for 1890 are secure, or they would not continue to part with their grain reserves.

Part II.

VICE-CONSULATES.

Adalia, 1889.

Mr. Vice-Consul Keun reports as follows: —

Imports.

Description of Goods.	Where from.		Quantity.	Value.
				£
Manufactured goods	England ..	Bales ..	2,100	81,540
Cotton thread	„ ..	„ ..	700	11,300
Leather and tanned skins ..	France ..	„ ..	500	5,385
Coffee	„ ..	Bags ..	7,000	33,650
Rice	Partly India	„ ..	9,000	10,525
Rice (Egyptian)	..	„ ..	1,000	635
Soap (Turkish)	..	„ ..	10,000	15,385
Sugar	Austria ..	„ ..	12,000	23,400
Pepper	Partly India	„ ..	40	140
Tumbeki (Persian tobacco) ..	..	„ ..	100	150
Tobacco (manufactured), régie	Turkey ..	Cases ..	3,600	22,300
Hardware and glassware ..	England and Germany	„ ..	500	5,800
Drugs and medicines	Germany and France	„ ..	90	695
Dry fruit	Turkey ..	„ ..	4,000	1,540
Petroleum (Russian)	..	„ ..	16,000	4,000
Iron in bars	England ..	Bars ..	5,000	1,730
Lead in bars	Partly England	„ ..	800	890
Nails (Belgian)	..	Barrels ..	1,100	680
Metals	England ..	Packages	120	550
Shot	France ..	Tons ..	3	665
Dyes	„ ..	„ ..	50	925
Olive oil	Turkey ..	Tuns ..	60	1,560
Sundries (salt, &c.)	„ ..	..	..	4,325
Spirits (raki)	„ ..	Tons ..	75	1,385
Wines (Archipelago and Cyprus)	„ ..	„ ..	75	1,385
Empty bags	England ..	Bales ..	1,000	1,500
Total value	..	..	..	232,040

EXPORTS.

Description of Goods.		Quantity.	Value.
			£
Wheat	Bushels ..	800,000	123,075
Barley	„ ..	100,000	9,610
Sesame seed	„ ..	40,000	11,700
Chick peas	„ ..	5,000	850
Beans	„ ..	8,000	1,100
Flour	Bags ..	40,000	30,800
Timber	Cargoes ..	98	22,000
Firewood	Tons ..	11,250	6,925
Bark	„ ..	1,666	2,760
Charcoal	„ ..	1,111	1,385
Valonea	„ ..	277	3,075
Wool (raw)	„ ..	55	1,845
Rags	..	13	480
Bones	„ ..	61	190
Goat skins	Skins ..	40,000	3,380
Liquorice root	Tons ..	31	150
Wax	„ ..	27	2,860
Poppy seed	„ ..	10	100
Yellow berries	„ ..	5	65
Nuts	„ ..	110	920
Soapwort	„ ..	18	230
Tobacco, in leaves	„ ..	6	330
Cocoons	„ ..	6	2,000
Silk (raw)	Cwts. ..	3	200
Cattle, live	Head ..	3,000	5,500
Sheep and goats, live ..	„ ..	2,500	850
Total value	..	..	232,380

Shipping Return, 1889

1889.	Sailing Vessels.										Steamers.									
	Flag.								Total.		Flag.								Total.	
	Ottoman.		Greek.		Samos.		Italian.				Ottoman. Mahoussé Company, of Constantinople.		British. Bell's Asia Minor Company, of Glasgow.		Greek. Carara and Company, of Smyrna.		Austro-Hungarian. Lloyds, of Trieste.			
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
January	13	334	2	360	...	...	...	...	15	694	3	3,478	8	2,386	2	126	...	...	13	5,990
February	6	208	1	159	...	...	...	...	7	367	1	1,205	4	1,370	4	685	...	...	9	3,260
March	9	464	4	601	...	...	...	...	13	1,065	3	2,295	8	2,484	4	526	...	...	15	5,305
April	33	1,480	4	480	1	21	...	...	38	1,981	2	2,680	6	1,814	4	663	...	...	12	5,157
May	57	5,034	10	1,128	2	36	...	...	69	6,198	3	2,749	7	2,277	4	685	...	...	14	5,711
June	50	2,659	4	509	2	72	...	...	56	3,240	3	2,752	9	3,090	7	1,488	...	...	19	7,330
July	62	4,394	2	280	1	21	...	...	65	4,695	2	1,295	9	3,075	7	1,466	...	...	18	5,836
August	61	3,698	3	326	1	10	...	...	65	4,034	2	1,295	9	3,075	7	1,444	...	...	18	5,814
September	49	2,652	3	332	2	53	...	...	54	3,037	1	1,205	8	2,740	6	1,288	...	...	15	5,233
October	48	3,282	2	75	1	165	...	...	51	3,522	3	3,774	7	2,405	8	1,710	...	...	18	7,889
November	22	964	1	203	...	...	...	...	23	1,167	1	1,186	5	1,720	7	1,466	...	...	13	4,372
December	10	311	3	404	...	...	1	348	14	1,063	2	1,232	3	1,050	5	1,066	1	1,108	11	4,456
Total	420	25,480	39	4,857	10	378	1	348	470	31,063	26	25,146	83	27,486	65	12,613	1	1,108	175	66,353

Aivali.

Mr. Vice-Consul Eliopoulo reports as follows:—

The imports of Aivali amount to the value of 306,899*l.* One-third of this consists of goods coming from Great Britain or her colonies, direct or indirectly, through the ports of Alexandria, Syra, Smyrna, Mitylene, and Constantinople. These are principally cotton and woollen stuffs, and thread, iron, soda, coal, rice, sacks, coffee, sugar, candles, cured fish, groceries, metals, dyes, rope, leather, drugs, furniture, and ornaments. The other two-thirds of the articles imported come in the following order from Turkey, France, Austria, Italy, Russia, and lastly Germany. Taking these separately, Great Britain and her colonies supply more than any other. Her products are considered the best, and are well worth the relatively high price which is paid for them. The gradual decrease in the imports, which has become more and more marked during the last few years, is caused by the general depression which prevails.

Out of the total amount of exports, viz., 597,564*l.*, one-third goes direct to the ports of Great Britain, and indirectly through Smyrna, Mitylene, and Constantinople, so that, as is the case with the imports, England stands first, in comparison with the other nations taken separately. She buys oil, valonea, cotton, barley, beans, and other grains, raisins and other dried fruits, skins, rags and bones, minerals, agricultural produce, and galls. Second in order comes France, then Austria, America, Italy, and lastly Russia, Germany, and Greece.

Olive oil.

The chief article of export from the district is olive oil, of which 7,688 tuns have been shipped, as against 7,308 tuns for the preceding year. As the quantity so has the price of this article risen, and continues to rise still. The other products of the olive-tree—such as olives, the residue of olives, and the articles into the manufacture of which olive oil enters, such as soap—have equally risen in prices. It is the first time that such a prosperous state of things has occured for 10 years, during which poverty had prevailed in the country on account of the low price of oil. This year the cultivators have been enabled to partially free themselves from their debts. If this state of things lasts some years more the former state of prosperity will return to the four cazas of the district, which principally grow olives. The fifth caza, Pergamos, the largest in extent, chiefly produces cereals, seeds, and beans, but, unfortunately, not only has the produce of these articles diminished of late years, but their price is also low, owing to the heavy import duties which have been imposed in countries such as France, Italy, and Germany. The Turkish tariff having remained unaltered, the surplus of the cereals of Russia, Roumania, and even America glut the Turkish markets. This and the onerous taxes on agriculture has rendered the cultivation of cereals in Anatolia an unprofitable concern. Agriculturists are thus reduced to poverty, and throw up their trade in despair. The country is likewise being impoverished,

and the value of land has gradually gone down. Land which formerly sold at 5*l.* the deunum (¼ acres) can now find no buyers at 1*l.* 10*s.*

The article of export next in importance to olive oil in proportion to value is valonea. This grows spontaneously—in other words, without the help of cultivation – and the only expense it involves is the picking. The tree grows on hill-sides of a peculiar soil. The greater part of this article is exported to England through Smyrna, except a very small portion of a choice quality which is sent to Austria and Germany. Valonea.

The cultivation of cotton has neither increased nor diminished, and is solely confined to the caza of Pergamos. Cotton.

Vines are extensively grown, especially in the neighbourhood of streams, for protection against phylloxera. In the cazas of Adramyt and Kimer the grapes are turned into raisins; in all the other divisions of the district the grapes are used in the production of wine and spirits by better and more modern means than have hitherto been employed. Vines.

The timber trade is also handicapped by heavy taxes and other impediments. Timber.

Mining industry (silver-lead, copper and chrome) is now being developed in the district of Adramyt and Kimer. Mining.

The latter part of the year proved an unfavourable season for cattle. As is customary, the flocks and herds are led to pasture during the month of May, but owing to the long continued drought which has prevailed the meadows are almost bare, and the consequent mortality among animals is very great. The only cattle that could be preserved were such as belonged to comparatively rich owners who had to feed their live stock on corn and hay. The drought still continues in some districts, and if this state of things is prolonged not only the cattle but even the crops in general will perish, besides that there would be an utter want of drinking water for man and beast. Cattle.

Industry is also tending to progress throughout the district. Where a single steam oil-press existed formerly there are now nine in the caza of Aivali, and as many in the rest of the district. It is likewise the case with flour mills. There is also a beginning in the manufacture of woollen goods. What paralyses, however, all efforts in the country is that no reliance can be placed in the free course of an undertaking, and what I have stated above in regard to agriculture applies still more to commerce and industry. One can never be sure how business operations will end. The causes of this unfortunate state of things must be sought in the general poverty of the inhabitants, the want of capital, and the consequent absence of profit, the hindrances in the form of direct and indirect taxation, the low standard of justice, and above all a tendency to throw obstacles in the way of honest labour. It is possible to possess real property to the value of 50,000*l.*, and not be able to command 500*l.* of credit, owing to the fact that all titles to real property are most insecure, a state of things fatal not only to agriculture but to commerce and industry as well. The Machinery.

Government pretended to lend their aid and protection to the people by instituting so-called agricultural banks which would advance money at the rate of 9 per cent. A contribution of 15*l.* per 1.000*l.* was levied on agricultural produce generally in order to furnish the capital of these banks. The effect of these institutions was, however, found to be prejudicial rather than beneficial to agriculturists, whom they have rendered poorer than they were before for the following reason. Instead of procuring the capital for the formation of the banks elsewhere, the Government thought fit to make the needy agriculturists provide it themselves. This is done in the following way. An indefinite annual charge is levied of say 1,000*l.* on the property of the cultivators on the pretext that it will afterwards be lent to the same cultivators at 9 per cent. interest. This sum is forthwith reduced by 70 per cent. for expenses of management which are very heavy, and which it is sometimes insufficient to cover. But even when there is a small surplus of from 10 to 30 per cent., so many formalities attend the making of advances to agriculturists that the latter prefer resorting to local usurers rather than deal with the bank. In short this levy of 15*l.* per 1,000*l.* serves but to maintain a few more Government officers, and promote the interests of certain leading Turks in each division of the district at the cost of agriculturists, who lose instead of gaining by this singular banking system.

The local press has lately announced that the Government is on the eve of taking steps for the protection of commercial and industrial interests, viz., the abolition of the interior custom duty of 8 per cent. ad valorem. This measure if properly carried out, and not on the system of the agricultural banks above-mentioned, will have a beneficial effect on all branches of native trade which really stands in need of protection in order to be able to cope with countries more favoured and better protected by fiscal laws.

This year's shipping has been somewhat on the decrease. Two or three coasting companies that used to ply between this and other ports on the coast have gradually withdrawn communication. During the year 3,939 vessels (steamers and sailing vessels) with a total tonnage of 108,977 visited the port, as against 5,883 with a total tonnage of 149,404 for the preceding year. Of these 3,567, mostly sailing vessels, were under Turkish flag, and 258 were irregular English steamers.

District of Aivali.—Exports, 1889.

Description of Goods.		Commercial Ports within the District.				Total.	Value.	Where Exported to.
		Aivali, M sconisi, Armoutora.	Adramyt, Kimer.	Dikili, Macaronia, Ayasmat, Azanos.	Tsandarli, Klissekioi.			
							£	
Olive oil	Tons	2,766	4,950	66	8	7,790	240,805	England, Roumania, Roumelia and Turkey.
Soap	,,	1,152	...	...	...	1,152	26,200	Roumania, Roumelia, Egypt and Turkey.
Olives	,,	88	55	192	60	395	4,320	Turkey and Archipelago Islands.
Residue of olives	,,	929	1,925	165	16	3,035	1,380	France and Greece.
Cereals	,,	14	990	3,300	1,925	6,229	23,315	Greece.
Flour	,,	139	385	467	...	991	4,109	Turkey.
Valonea	,,	330	825	2,200	1,100	4,455	68,850	England and Austria.
Various seeds	,,	136	55	1,375	60	1,626	14,795	Turkey, France and Russia.
Fresh fruit	,,	13	110	440	115	678	12,350	Turkey.
Dried fruit	,,	11	1,100	11	5	1,127	10,255	France, England and Austria.
Wine and spirits	,,	673	11	11	...	695	5,052	Italy, France and Turkey.
Beans	,,	8	110	2,475	605	3,198	17,445	England and Roumania.
Cotton	,,	...	...	770	27	797	36,975	England.
Hides and leather	,,	187	27	19	6	239	13,110	Turkey, Austria and America.
Tobacco	,,	...	137	82	8	227	5,810	Turkey and Egypt.
Rags and bones	,,	48	38	38	19	113	396	England.
Pottery	,,	132	137	...	...	269	245	Turkey and Greece.
Wrought iron	...	2,800	...	...	...	2,800	233	,, ,,
Horned cattle and other	Head	...	5,000	10,550	1,500	17,000	10,200	,, ,,
Lead, silver-lead, copper, chrome, &c.	Tons	20	2,900	2	...	2,922	35,064	Greece, Italy, Spain and France.
Gall-nuts, bark and sumac	,,	1	550	60	11	622	28,075	Turkey, Greece, Austria and England.
Straw	,,	...	440	1,650	660	2,750	2,500	Turkey and Greece.
Cheese, wool, wax and honey	,,	...	55	55	27	137	4,527	Turkey, America and England
Manure	,,	...	110	110	60	280	127	Turkey and Greece.
Sea-salt	,,	...	...	...	1,760	1,760	7,200	,, ,,
Shell-fish and sardines	,,	13	...	...	...	13	240	Turkey, Russia and Roumania.
Building timber	...	...	27,500	...	...	27,500	25,000	Turkey.
Fuel	Tons	...	4,400	825	385	5,610	5,100	,,
Total value	...	...	...	..	...	...	608,678	

N.B.—Goods are exported from the district of Aivali, through Smyrna, Mitylene, Syra, and Constantinople.

District of Aivali.—Imports, 1889.

Description of Goods.		Commercial Ports within the District.				Total.	Value.	Where Exported from.
		Aivali, Mosconisi, Armoutora.	Adramyt, Kimer.	Dikili, Macaronia, Ayasmat, Azanos.	Tsandarli, Klissekioï.			
							£	
Manufactured goods	Bales ...	1,380	1,250	1,050	110	3,790	56,850	England, Germany, and Greece.
Empty bags	...	57,000	30,000	20,000	2,000	109,000	1,816	England and India.
Groceries	Tons ..	357	578	600	59	1,594	32,010	Austria and England.
Iron, machines, utensils	,, ...	243	236	385	43	907	24,900	Trieste and Turkey.
Glassware and pottery	,, ...	254	253	302	28	837	15,320	France and Turkey.
Leather	,, ...	319	24	16	[illegible]	365	35,017	Turkey and France.
Flour	,, ...	33	11	46	7	97	677	Turkey.
Fresh fruit	,, ...	533	302	412	24	1,271	3,086	,,
Dried ,, ...	,, ...	82	19	11	2	114	612	,,
Cereals	,, ...	775	357	88	[illegible]	1,226	6,696	,, Roumelia, Russia.
Minerals, metals, petroleum, stone, &c.	,, ...	1,012	770	363	60	2,205	20,053	America, Italy, and Austria.
Cheese, wool, honey, wax, butter, &c.	,, ...	63	16	[illegible]	7	94	37,065	Turkey and Persia.
Tobacco, Tumbeki (Persian tobacco) ...	,, ...	63	60	57	15	195	3,460	Roumelia and Russia.
Linseed, rope, matting, cardboard, &c.	,, ...	151	107	82	46	386	14,120	Turkey, Russia, and England.
Fish and cured fish...	,, ...	209	110	52	14	385	5,958	,, ,, ,,
Wine and spirits	,, ...	57	82	66	12	217	2,382	Trieste ,, ,,
Drugs and chemicals	,, ...	31	12	8	1	52	19,400	France, England, and Germany.
Timber	...	125,000	25,000	25,000	7,500	182,500	13,687	Turkey, Trieste.
Cattle	Head ..	1,134	...	...	...	1,134	2,551	,,
Shell fish	Tons ...	6	...	...	...	6	220	,,
Coal and fuel	,, ...	1,220	400	350	...	1,970	1,873	England and Turkey.
Hardware	,, ...	93	85	38	2	218	8,000	Austria and England.
Sea-salt	,, ...	...	275	35	...	310	866	Turkey.
Soap	,, ...	...	...	12	...	12	275	,,
Total	...	...	...	...	...	...	306,894	

N.B.—Goods are imported into the district of Aivali through Smyrna, Mitylene, Constantinople, and Syra.

Mitylene.

Mr. Vice-Consul Hadkinson reports as follows:—

Olive oil. The annual average crop is 11,000 tuns. Last year's yield however reached the total of 13,700 tuns, the greater part of which went for local consumption. Some 950 tuns were shipped direct to England, and 500 tuns to France. The yield would have been somewhat greater but for an early frost that checked the berries' growth. To the superiority of this year's quality, combined with the general rise of prices in the European markets, is attributed the greater demand for Europe, prices rising from 26*l.* 4*s.* to 27*l.* 15*s.* per tun f.o.b. here early in autumn, to 29*l.* 6*s.* per tun during last December, these prices being exclusive of cost of barrels, freight, insurance, and commission. The quality of the present season's oil is not so good as that of last year's, but large stocks of last year's oils are still held on the spot. Next year's crop is threatening to turn out a complete failure owing to the small rainfall, 7·78 inches of rain having fallen to date, as against 26·80 inches to same date last year.

Valonea. Ten years ago crops averaged 45 to 50,000 cwts. Since then there has been a gradual falling-off. Up to last year the crop reached only 10,000 cwts. Prices commenced the previous autumn at 11*l.* 15*s.* per ton f.o.b. here, and gradually rose to 13*l.* 5*s.* till last autumn. The new crop then showing small prices commenced ruling high at 14*l.* 15*s.* in October last, till they reached 16*l.* 7*s.* in the December following. Mitylene valonea is classed among the second rate quality, a large proportion of which goes by steamer direct to Trieste for Austrian and German consumption, the remainder finding its way through Smyrna principally to the English markets.

Soda ash. During the past year about 5,000 barrels of 4½ cwt. each, and of 48° strength, have been imported all of English manufacture.

Manchester grey cottons and cotton twist. About 200 bales were imported direct during the year, but a great deal is bought indirectly through Smyrna dealers.

Some 200 bales were imported direct.

American drilled cottons and cabot. Turkey red twist. About 25 bales came through Germany. This twist is bought undyed in England, and sent over to Germany to be dyed, the German dyer possessing the secret of dressing the twist with some oily substance which gives it a higher brilliancy and so much extra weight that it covers all the extra expenses and leaves a handsome profit besides to the merchant here.

Samos.

Mr. Consul Marc reports as follows:—

Government. The island of Samos was made into an autonomous principality of the kingdom of Turkey in 1833. The Governor, who belongs to the Greek Church, and is appointed by the Sublime Porte under the title of Prince of Samos, governs the island on the basis of the privileges conferred on it, jointly with a council

of four members, annually elected by the General Assembly of the inhabitants convened by decree of the Prince.

Population. The population of Samos numbers 46,000 inhabitants, all Samian Greeks, with the exception of 15 British subjects, 25 Austrian, 10 French, 5 German, 5 Italian, and 460 Hellenic.

A body of 120 Samian gendarmes, under the command of a police officer, is kept up for the maintenance of public security and order.

Bodyguard of the Prince. There is also at Vathy, the capital, a Turkish garrison of 150 soldiers, constituting the bodyguard of the Prince Governor. A stationnaire is likewise held at his disposal. These soldiers, however, are forbidden to interfere in local questions, save in the event of the Prince Governor's safety becoming jeopardised. The expenses connected with this garrison, as well as those of the stationnaire, are defrayed by the Turkish Government.

Tribute. The principality of Samos pays to the Sublime Porte an annual tribute of 2,000T*l.*

Revenue of the island. The annual revenue amounts to about 30,000*l.* sterling, arising chiefly from the tithes, customs, and salt dues, all of which are exclusively devoted to the service of the island, and defray the expenses of the administration. The surplus is generally devoted to public works.

Commerce. The chief imports of Samos consist in manufactured goods, colonial produce, &c., imported from Europe.

The products which Samos exports to Europe are raisins, wine, olive oil and carob-beans. The table herewith annexed sets forth the particulars of this trade.

Mines. The following mines are to be found in the island: antimony and silver-lead, which are now being worked on a small scale by way of experiment on account of British merchants, and calamine, manganese and copper, which are not worked.

Ports. Samos possesses two ports, that of Vathy, and that of Tighani, and a third, Carlovassi, in course of construction.

Institutions. The capital of Samos contains a well-managed hospital open to all. The island also possesses a very large refuge for lepers, which, owing to its unfinished state, has no inmate as yet.

Shipping. The following steamships called at Samos during the year 1889:—

193	English mail steamers.
7	English. These took cargoes of raisins and wine for the north of France and Germany.
104	Austrian mail steamers of the Austro-Hungarian Lloyd.
4	Austrian. These took cargoes for the midland counties of France.
103	Turkish coasting mail steamers.
120	Greek " " "
7	French. These took cargoes of wine and raisins for France.
3	German. These took cargoes for the north of Germany.
2	Norwegian. These took cargoes for Germany and the north of France.
Total .. 543	

Samos.—Imports, 1889.

Description of Goods.	Value.
	£
Manufactured goods	70,000
Cereals and flour	25,000
Groceries	9,000
Building-timber	5,000
Untanned hides	8,000
Tobacco	15,000
Sulphur	6,000
Hardware	7,000
Alcohol	11,000
Rice	5,000
Haberdashery	4,000
Iron	5,000
Sundries	10,000
Total	180,000

N.B.—The English imports to Samos amount to about 74,000*l.*; the articles being manufactured goods, rice, and a certain amount of iron.

Samos.—Exports, 1889.

Description of Goods.	Quantity.	Value.
	Tons.	£
Raisins	8,367	70,000
Wine	8,859	80,000
Olive oil	1,132	24,000
Carob-beans	2,214	7,000
Tanned hides	..	11,000
Sundries	..	4,000
Total	..	196,000

N.B.—12,500*l.* of Samian exports, viz., raisins and olive oil, find their way to English markets, the remainder being exported to Austria, Germany, France, Italy, Turkey, Egypt and Greece.

Rhodes.

Mr. Vice-Consul Jones reports on the Commerce of Rhodes, during the years 1888–89, as follows:—

1888.

During the past few years the trade of Rhodes has been steadily declining, and although in some branches a slight improvement may be noticed, the state of commerce during the year 1888 hardly justifies the hope that this decline has reached its lowest point.

Various causes have contributed to bring about this state of affairs, and some remarks bearing upon this question will be found at the close of this report; but one of the most obvious signs of

this decline may be mentioned here, viz., the great reduction in the number of large steamers calling at this port.

Steamship companies.

Within the last two years the French steamship company of the Messageries Maritimes has withdrawn its agency at Rhodes, and its steamers, which used to touch at this port once a week, no longer call here, as it was found that the income derived from the Rhodian trade was insufficient to leave a good profit after deduction of the expenses.

The Russian company discontinued sending its steamers to Rhodes at the time of the Russo-Turkish War, and when at the close of the war this service was re-opened for the archipelago and ports on the Syrian and Anatolian coasts, Rhodes was omitted from the list of ports visited by those steamers.

About the same time the steamers of the Egyptian company of the Khedivié ceased to call at Rhodes.

Again, the company of the Austrian Lloyd, the only one among the large companies which still has a regular service of steamers calling at this port, has within the last 12 months reduced the number by one half, so that instead of having two steamers a week calling at Rhodes it has now only one steamer a week, viz., one steamer from Smyrna and another to that port each on alternate weeks.

The withdrawal of the steamers of these companies has, however, to some extent been compensated by the introduction of those of the smaller companies established at Smyrna, which have taken up the coasting trade between that port and the various islands and less important coast towns on the neighbouring coast of the mainland; but, although these steamers call at Rhodes, their introduction has injured the commerce of this port, which has thereby lost its position as an emporium, or commercial centre, for the trade of the smaller islands and the neighbouring coast towns of Anatolia.

Again, the substitution of these smaller coasting steamers for those of the large companies is adverse to the Rhodian export trade, which consists largely in the produce of market gardening, inasmuch as the time lost in transit by the smaller vessels, that touch at several other islands and ports before reaching Smyrna, is considerably longer than the time occupied by the larger steamers in making the passage. The change has, however, been favourable to the other islands, which now have direct communication with Smyrna.

The withdrawal of the Austrian steamer which used to sail every fortnight direct to Alexandria has necessarily injured the trade in fresh fruit and vegetables with Egypt, a trade now abandoned to the precarious service of small sailing ships.

At the close of this report will be found a list of the shipping that has entered this port during the past four years.

Lists (arranged in order of value) of the principal articles of export and import, and of the transit trade of Rhodes.

EXPORTS.

	Piastres.
Fresh fruits and vegetables	800,000
Sponges	350,000
Onions	250,000
Olive oil	200,000
Wine and spirits	100,000
Dry fruits and vegetables	100,000
Hides and leather	80,000
Wax and honey	70,000
Valonea	50,000
Sundries	800,000
Total	23,333*l.* = 2,800,000

IMPORTS.

	Piastres.
Manufactures (calicoes, prints, woollens, &c.)	4,000,000
Flour	1,500,000
Tobacco	650,000
Rice	500,000
Coffee	500,000
Plants and timber	350,000
Soap	300,000
Cattle and live stock	250,000
Sugar	250,000
Hardware	200,000
Metals	200,000
Petroleum	180,000
Salt fish	150,000
Glass and china	150,000
Butter	120,000
Ropes and ships' gear	120,000
Sundries	2,580,000
Total	100,000*l.* = 12,000,000

TRANSIT TRADE.

	Piastres.
Sponges	2,000,000
Groceries	800,000
Manufactures	700,000
Storax oil	500,000
Valonea	300,000
Sundries	700,000
Total	41,666*l.* = 3,000,000

By far the greater part of the exports of Rhodes is sent to Smyrna, and it is from that port that the Rhodians obtain almost all their imports.

Of late, however, there has sprung up a trade with the capital; some of the Rhodian fruits and vegetables are sent direct to Constantinople, which also imports some hides and leather, and a small quantity of honey and wax from this island.

Rhodes also sends fruit and vegetables to Egypt, to the nearer islands of the archipelago, and to the opposite coast of the mainland.

In consequence of the mildness of its climate, in which the fruits are ready for the market a fortnight or three weeks earlier than those of the same kind grown in the immediate neighbourhood

of Smyrna, the fruit growers of the island are enabled to supply the Smyrna market with the first fruits of the season; but this advantage is to some extent neutralised by the drawbacks referred to above, with regard to the lack of a regular and frequent service of steamers plying between the island and Smyrna, which alone would enable the Rhodians to derive the full benefit of this natural advantage.

Last year a fairly brisk trade was carried on in oranges and lemons, and there seems to be a likelihood of a revival of this trade, which was greatly reduced about 15 years ago by a disease that attacked the trees.

The native peasants are turning their attention to the cultivation of fruit; ground formerly used for sowing grain is now being planted with fruit trees.

Sponges

The sponge trade, by far the most important branch of commerce carried on in the islands near Rhodes, has been declining for some years past, and the accounts of the state of the trade in the year 1888 are not encouraging; the quantity of sponges obtained was about the same as that obtained in the previous year, but there was a marked deterioration in the quality, and the prices were 20 per cent. lower than those of the previous season.

Coarse sponges fetched from 70 pias. to 130 pias. the oke (from 4*s*. 3*d*. to 7*s*. 10½*d*. per lb.); prices ranging from 200 pias. to 250 pias. per oke (from 12*s*. 1½*d*. to 15*s*. 2*d*. per lb.) were given for the finest quality. Manduka sponges were sold from 2½ pias. to 3½ pias. (from 5*d*. to 7*d*.) the piece, and toilet sponges from 6 pias. to 10 pias. (1*s*. to 1*s*. 8*d*.) the piece.

20,000,000 pias. (166,666*l*.) would represent the value of the sponge trade of all the sporades for the past season.

It may be well to call attention here to some of the reasons that have been given to account for the decline in this trade of the highest importance to the merchants engaged in this business, and to the natives of these small islands, for the islands are little more than barren rocks, incapable of supporting their population, which is compelled to devote itself to the sponge fisheries as its sole means of livelihood.

Firstly, we have the competition of the American sponges, which, though inferior in quality to the finer sorts of sponges obtained here, are able to compete with the coarser kinds in the European market.

Secondly, the thoroughly faulty system that obtains with regard to the hiring of the divers and crews by the boatowners, who, being compelled to pay large sums in advance to the divers before the boat starts, are generally obliged to have recourse to capitalists, from whom they borrow money at usurious rates of interest (16 per cent., 20 per cent., and even 24 per cent.), and thus encumber themselves with heavy debts amounting to at least 1,000*l*. for each boat before a penny has been earned. Again, when all is ready, the advance money demanded by the sailors and divers paid, and the contract duly signed, it is not an un-

common occurrence for one or more of the men to demand an extra gratuity, and to refuse to work unless their employer complies with the most preposterous demands; the boatowner is then obliged to give way, or else to abandon the enterprise, as, in the present state of the law, the only legal measure he can adopt is to bring an action against his dishonest employé for recovery of debt (a measure obviously useless in cases where the employé is already indebted to his employer, and unable to pay the debt, except by honest fulfilment of his part of the contract. The only remedy for this evil would be the introduction of a special legislation authorising boatowners to apply to the local authorities for aid to compel their employés to carry out their contracts.

Other means of obviating this evil, such as the union of boatowners to resist such action on the part of the divers and sailors, are, unhappily, altogether out of harmony with the character of the people.

Thirdly, the introduction of the diving apparatus, though at first it gave a great stimulus to the trade by enabling divers to obtain a greater quantity of sponges, has had an unfavourable effect by exhausting the supply of sponges in the shallower waters, and thus necessitating recourse to the deeper waters, where the risks of this dangerous occupation are increased. The divers are now obliged to descend from 25 fathoms to 32 fathoms, whereas the instructions accompanying the diving apparatus give 20 fathoms as the maximum limit of depth for which they can be used with safety.

This evil, however, might be counteracted by the introduction of protective regulations, ordering the division of those parts of the sea where the sponges are found into three or more districts, and prohibiting the divers from fishing oftener than once in three years in the same portion, as the zoophyte requires three years to attain a size suitable for use.

Fourthly, the appearance of a submarine plant of rapid growth, which covers the sponges, and causes them to rot, seemed likely to prove the most serious evil with which the trade has to contend, had it not diminished in extent; recently some specimens of this plant have been sent to be examined by scientific authorities in Europe, and it is hoped that a means will be suggested by which the evil may be wholly removed.

Onions. The export of onions during the past year was greater than that of the previous year; two-thirds were sent to Smyrna, the remainder to Egypt.

Olive oil. The trade in olive oil is one of the few trades of which an encouraging account is given. A large quantity of oil is exported to France, but not of the best quality produced in the island. About 6,000 trees have been planted within the last two years, and the natives, who, a few years ago, used to throw away, or sell what they regarded as refuse, have learnt how to make the fruit yield all its oil. It is possible that an expert possessing capital might find the manufacture and export of oil a profitable speculation.

Wine and spirits.

Although the account of the state of this trade is not so encouraging as that of the oil trade, the export of wine might be made a source of profit to capitalists possessing the requisite knowledge of the details of the business. Rhodian wine is very cheap, and is not, like the wines of Cyprus, rendered unpalatable by the addition of resin. Wine of the best quality costs about 3 pias. the oke (about 1*s.* 9*d.* per gallon), while the commoner quality is sold at the rate of 1 pias. the oke (about 7*d.* per gallon), and even as cheap as 30 paras the oke (5½*d.* per gallon).

It is but just, however, to add that a Frenchman who lately attempted to establish a business here found the venture unsuccessful, but it is probable that an imprudent haste to enter upon the business before making himself acquainted with the character of those with whom he dealt, would be found to be the real cause of his failure.

Dried fruits and vegetables.

Apricots were abundant, and exported in large quantities; the export of peas and beans was about the same as that of the previous year; on the whole, the trade was not successful.

Hides and leather.

The trade of the past year was of the average value; about eight or ten years ago tanneries were established here, two of which are now doing a good business.

Honey and wax.

The trade was fairly good. Probably skilful management would make this trade much more profitable than it is at the present time.

Valonea.

A small quantity of this substance is produced in the island for export to Europe, but last year's crop was scanty. It forms an important item in the transit trade. Rhodian merchants buy a considerable quantity of valonea on the opposite coast of Anatolia for export to England and Austria.

Silk.

Sericulture, though a profitable occupation about twenty-five years ago, was abandoned in consequence of a disease that attacked the insect, but efforts are being made to reintroduce the cultivation of the silkworm, and these efforts are being seconded by the Imperial Government, which grants an exemption from tithes for three years to those who engage in this business. Eggs have been brought from France and Italy, and the system adopted is that whereby the importer supplies the peasant with the seed on consideration of receiving a part of the produce. It is hoped that the silk trade, fostered in this way, may again become important.

Potatoes.

The soil seems well adapted for the growth of the potato, and the Government has promised to forego five years' tithes in order to encourage the cultivation of this vegetable.

Imports.

Manufactures (calicoes, prints, woollens, &c.):—The greater part of these goods is of English manufacture, but there is no direct trade with England. Almost all the English goods and the imports generally are bought at Smyrna. Some of these goods (especially the ready-made clothing) are of Austrian origin, and some prints and muslins are of French manufacture, but all are imported from Smyrna.

Flour is imported from Smyrna, most of it being made from wheat grown in Anatolia, but some is made from Russian grain. It is a noteworthy circumstance that the island of Rhodes both imports flour and also exports it. The explanation is that some places situated near the sea, but at a considerable distance from the town of Rhodes, export wheat to the adjacent islands, but the defective state of the means of communication increases the difficulty and cost of transport to such an extent that it is found cheaper to buy flour from Smyrna than to bring it from distant places in the island. Flour.

The establishment of the Régie Cointéressé des Tabacs de l'Empire Ottoman has had a disastrous effect upon the tobacco trade of this island. Formerly it was customary for the peasants to grow a small quantity of the plant for their own use, and to sell the surplus, but in consequence of the new regulations forbidding the cultivation of tobacco on ground less than half a "dunum" (one-eighth of an acre) in extent, this practice has been abandoned, and the peasants, if they wish to use tobacco, must buy it at the office of the Régie. A reference to the list of imports will show that tobacco is now imported to the value of 650,000 pias. (about 5,416*l.*), a large amount when compared with the sums spent upon other imports. Tobacco.

Rice is imported from Smyrna, and a small quantity from Egypt (direct). More than half of the import is of the kind called English rice. Rice.

Timber is obtained chiefly from the Anatolian coast. A small quantity comes from Trieste. Planks and timber.

Soap is imported from the islands of Crete and Mitylene, and from the port of Jaffa. Soap.

These are imported from the opposite coast of Anatolia. The trade is a flourishing one. Cattle and live stock.

Half of the petroleum is of American origin, and is imported from Smyrna and Alexandria; the other half is Russian petroleum brought from Batoum. Petroleum.

Salt fish is imported from Syra (the herrings are from England). Egypt and Italy also send some salt fish. Salt fish.

These are imported from Smyrna. A large proportion comes originally from Belfast, some also from Belgium, and some from Russia. Sails come from Malta viâ Syra. Ropes and ships' gears.

It may be mentioned here that some sailing vessels are built every year in Rhodes for use in the Levant.

Diving apparatus is imported from England.

Between 2,000 and 3,000 labourers go over annually to work on the Anatolian mainland, and return to spend their earnings in their native island. This, together with the fact of the profits derived from the shipping by the inhabitants of the town, will help to account for the great difference in value between the exports and the imports.

The decline in the commercial importance of Rhodes has been mentioned above, and it may be well to consider here some of the

causes that have brought about this state of affairs. One of these causes has already been dwelt upon, viz., the withdrawal by the large steamship companies of their steamers from the Rhodian service and the introduction of the small coasting steamers, whereby this island has to a great extent lost its position as an emporium whence the natives of the neighbouring islands derived their supply of European imported goods.

Another cause is the poverty of the soil resulting from the wasteful and unskilful management of the peasants, who take no pains to manure the land or to avail themselves of improved means of cultivation. Occasionally a piece of land is cleared by the extravagant process of burning a part of a forest or a tract of brushwood, the ground so obtained being abundantly fertile for the first year or two, but after the lapse of a few years its fertility becomes exhausted, and it presents the same barren character as the rest of the soil.

The winter rains also help to weaken the land by bringing down into the sea much of the loose soil on the hillsides, and but little is done by the construction of terraces or otherwise to counteract this evil.

The chief cause of the poverty, however, is to be found in the idleness of the peasants, whose natural indolence is fostered by the system of frequent holidays observed by the Greeks (who form the vast majority of the population of the island). These holidays are so numerous as to leave only 200 working days out of the 313 week days in the year.

Another cause of the poverty is the defective means of communication. The Government has adopted a system of corvée by which every able-bodied man is bound to work five days in the year upon the construction of the roads, or else to find a substitute; but the condition of those roads on which the local authorities have recently been endeavouring to effect an improvement is not such as to warrant the hope that this system of compulsory labour will be attended by satisfactory results.

Population. The population of the island 25 years ago was numbered at 32,000, but it is now less than 30,000.

List of the Shipping at the Port of Rhodes during the Years 1885–88.

Year.	Number.			Tonnage.		
	Steamers.	Sailing Ships.	Total.	Steamers.	Sailing Ships.	Total.
1885.. ..	379	1,805	2,184	244,316	18,418	262,734
1886.. ..	407	2,480	2,887	288,706	22,135	310,841
1887.. ..	378	2,470	2,848	268,717	21,640	290,357
1888.. ..	384	2,236	2,620	179,001	20,274	199,275
Total ..	1,548	8,991	10,539	980,740	82,467	1,063,207

Of these steamers 700 were under the British flag (tonnage 144,451). During the past year there were 123 steamers (tonnage 32,001) under the British flag. It is said that the Government is about to begin the construction of a lighthouse at Prasonisi, on the most southerly extremity of the island.

1889.

The year 1889 was marked by no great change in the amount or value of the export and import trade of the port of Rhodes. The figures given in last year's report as representing these values (viz., 2,800,000 pias.* for the exports, and 12,000,000 pias. for the imports) remain practically unaltered for the representation of the value of the local trade during the past year.

As explained in that report the great difference in the values of the exports and imports is to a great extent accounted for by the fact that from 2,000 to 3,000 labourers go over annually to work during the summer in Anatolia, returning to their homes in the island for the winter.

Owing to various causes it is impossible to obtain exact statistics on which a trustworthy account could be based, and the figures given above (obtained by the careful examination of the manifests of steamers calling at this port) can only be regarded as approximate. Notices of slight fluctuations in the amounts of the different exports and imports will be found in the detailed account of the various branches of trade.

The causes referred to in last year's report as tending to injure the commerce of the island still continue; hardly anything has been done to remedy the defective state of the means of communication. The Government continues to apply the faulty method of forced labour (called by the natives "anogaria") in the construction of the roads, with results even worse than might have been anticipated.

Were the means of communication improved it is possible that the peasantry of the interior of the island, finding a better market for their produce, might be induced to expend more labour on their fields, and that the stimulus to work for larger profits than they can now obtain might do much to remove another cause of the poverty referred to in the former report, viz., the idleness of the peasants themselves.

Exports.

Fruits and vegetables.—Apricots: Owing to the strong south winds which prevailed while the trees were in blossom, great injury was caused to the fruit, so that the amount of the export was below the average. The quality, however, was good.

Again, the prevalence of the south winds, when the crop was ready, prevented the export of the fruit to Alexandria.

As shown in last year's report, in order to derive the full benefit from the trade with that port, the Rhodian dealers must be enabled to bring their fruit as quickly as possible into the Alexandrian market.

When the Austrian Lloyd Steamship Company had a fort-

* 1 pias. = 40 paras = 2*d*.

nightly service of steamers plying direct between Rhodes and Alexandria this was possible; but unless the wind be favourable to vessels going from this port to Alexandria, the small sailing craft which now carry on this trade are unable to reach that port with their cargoes of fruit in saleable condition.

Figs. The crop was fairly abundant; those of inferior quality are exported to Trieste, where they are used in the manufacture of spirits.

Grapes. The yield of grapes was equal to that of the average year.

Olives. The crop was below the average.

Onions. A disease that affected the vegetable rendered the crop less abundant; as the price was very low (viz., 5 paras per oke, whereas the price is usually from 15 to 20 paras per oke), no advantage was derived by the cultivators.

Oranges. The yield was rather above the average.

Peas and beans. A good average amount was exported.

Potatoes. The crop was abundant; more attention is being paid to the cultivation of this vegetable.

Tomatoes. The export was equal to that of the average year.

Valonea. Last year's export, which amounted to 3,000 kantars, was decidedly below the average.

The valonea grown in the island is exported to Trieste, but a considerable quantity of Anatolian valonea is sent by Rhodian merchants direct to England.

Hides and leather. The export was comparatively large. A great improvement has been made in the tanning trade.

Honey and wax. The export was above the average.

Silk. A good average trade was done in silk; the system of cultivation adopted is that by which the capitalist advances the seed on condition of receiving a third of the produce.

Wine and spirits. "Raki," the spirit used by the natives, is manufactured in Rhodes. There are signs of improvement in this trade to which the people are paying more attention.

Imports. Manufactured goods (greys, calicoes, madapolamo, &c.):— These are imported from Smyrna, but are almost entirely of British origin. Ready-made shirts of British manufacture are imported from Malta.

Some woollen stuffs are imported from Vienna, but even these are partly of British origin.

Ready-made clothing is also imported from Vienna.

Flour. This import is almost entirely from Smyrna, some being of Russian origin, but the greater part from wheat grown in Anatolia.

Tobacco. The amount of this import is estimated at 5,750*l.*; there was no serious increase in the amount imported into Rhodes, although there has been a considerable addition to that imported into the islands of the archipelago generally.

Rice. Most of this import is obtained from Smyrna, although a small quantity comes from Egypt.

Coffee. Of this import, the greater part is imported from France (viâ Smyrna or Syra), but some is obtained from Smyrna.

This import is almost entirely of Anatolian origin, but a small quantity is imported from Trieste. Planks and timber.

Soap is imported from Crete, Mitylene, and Jaffa. Last year a soap factory was established, but owing to the dark colour of the native oil the soap is of an inferior quality. Soap.

About 5,000 head of cattle are imported yearly. Of these 1,500 are oxen, the remainder consisting of sheep and goats. Cattle and live stock.

Cattle are being reared in the island to a greater extent than was the case formerly.

This import is obtained almost entirely from Trieste. Sugar.

There was a slight increase in the import of hardware over that of the previous year. About one-fourth is of British origin. Hardware.

These are imported from Smyrna; some are of Russian, and some of British origin. Tin is from Great Britain. Metals.

This import is almost entirely of Russian origin; a very small quantity of American petroleum is imported. Petroleum.

Salt fish (herrings of British origin) is imported from Syra, but some of the import is obtained from Egypt and Italy. Salt fish.

Germany, Austria, Belgium, and Great Britain are the countries of origin of this import. Glass and China.

This is imported principally from Anatolia; some from Bengazi, and a small quantity from Russia. Butter.

This import is almost entirely obtained from Belfast, but a small quantity comes from Belgium and Russia. Ropes and ships' gear.

A short account of the physical features of the island is appended, together with some remarks upon its natural products, which, although considerably diminished during past years, are still capable of being made a source of wealth to the natives.

As mentioned in last year's report the peasants occasionally burn down trees in order to clear a space of ground for cultivation. This abuse is in part owing to the various restrictions placed by the Government in the way of those who cut down trees for timber.

In some exceptional instances (as in the case of the forest of Syana, where there are factories of pitch and tar) the peasants find it to their advantage to tend the trees, and the result is that in such cases the forests are more carefully preserved than they would be by the severest legislation on the part of the authorities. Forests.

The greater part of the forests consists of pine trees. Next in order of importance comes the cypress, the wood of which is used for purposes of housebuilding in many of the villages.

Mulberry trees:—About 20 years ago many of these were cut down in consequence of the disease which attacked the silkworm, and rendered the cultivation of the tree unprofitable for purposes of sericulture. Those that remain, however, are again being used for this purpose, as the cultivation of the silkworm has been reintroduced, and steps have been taken by the local authorities to encourage this branch of industry. Kinds of trees.

Apricot trees:—An improvement has taken place of late years in the cultivation of the apricot, and although, as has been shown above, the export was inferior to that of the previous year, Fruit trees.

it seems likely that cultivators will continue to pay more attention to the management of these trees, which even now form a considerable source of revenue to one or two villages.

Fig trees:—The figs are not equal to those grown in the province of Smyrna; they are small in size and of inferior quality.

Olive trees:—Several wild olive trees have been imported from Anatolia for purposes of grafting.

There is still, however, great room for improvement in the cultivation of the trees which receive but little attention from their owners; the mode in which the fruit is gathered is faulty and wasteful, and some injury is done to the trees, a result which might be avoided by a more skilful management.

Some efforts have been made to introduce the cultivation of the eucalyptus, but it would seem that either in consequence of the high winds that often prevail in Rhodes, or on account of the character of the soil being unfavourable to the growth of the tree, the success obtained was insufficient to justify the hope that the cultivation of this plant might become a source of profit.

Climate and temperature.

As regards climate Rhodes is considered to be the most favoured island of the Ægean; the winter is so mild as to render the use of fires unnecessary, while, on the other hand, the prevalence in summer of the northern and westerly winds gives a coolness to the climate to be found in few other parts of the Mediterranean at that time of the year.

Population.

The people do not number more than 30,000, the island being more thinly populated than Mitylene or Scio (Chios).

These may be divided according to race as follows:—

Greeks	20,000
Turks	7,000
Jews	2,500
Europeans..	500
Total	30,000

Division of land.

About six-tenths of the land is of the kind known in Turkish law as "erâzi mirigé," often called simply "miri" (i.e., land, strictly speaking, the property of the State, but cultivated by the occupiers for their own benefit, and sold or transmitted by them according to the laws of the Ottoman Code relating to landed property).

The remainder consisted almost entirely of "mülk," or freehold property, while but a small proportion is of the kind known as "wakf" (lands paying a certain yearly sum to a mosque or other pious or charitable foundation).

The proportions in which these kinds of property are represented are shown in the following figures:—

Miri $\frac{13}{20}$
Mülk $\frac{7}{20}$
Wakf $\frac{1}{20}$

By far the greater part of the land is owned by the proprietors

of small holdings. There are, however, a few large tracts of land in the possession of single owners, although for some years past the owners of large estates (generally Turks) have been selling their lands, and the tendency has been to increase the number of small holdings.

Agriculture.

The implements used are of native manufacture, and are of the simplest kind, and there seems but little probability of the large mowing or threshing machines being introduced; the former are unadapted for use in the island owing to the configuration of the ground; but the chief reason which renders the introduction of such machinery unlikely is the division of the land into small allotments, and the consequent inability of cultivators to make a sufficient outlay for the purchase of costly machines.

According to the system of cultivation adopted the land is divided into three equal parts, one of which is used for purposes of agriculture, while the other two-thirds serve as pasture-lands.

As mentioned in last year's report the system of the rotation of crops is not in use, and few, if any, improvements have been introduced into the methods of cultivation.

Wages.

A skilled tailor or shoemaker may earn 15 pias. a day; an ordinary joiner or mason 12 pias.; a day-labourer from 6 to 7 pias.

A ploughman, using his own oxen, earns 10 pias. or more, and may even receive as much as 20 pias. a day; a muleteer, supplying the mules himself, earns from 10 to 12 pias. a day.

Domestic servants.

Maidservants receive from 40 to 60 pias. a month, with clothing besides.

Male-servants earn from 100 to 150 pias. a month.

Internal means of communication.

Hardly any improvement was made in the roads during the past year, as stated above. The want of good roads is the chief cause of the poverty of the island. Were the peasantry of the interior enabled to bring their produce easily to the town, the exportation of fruits and vegetables would increase, and it might then be found worth while for steamers again to go direct to Alexandria, the trade with that port being now carried on by means of small sailing vessels.

Buildings.

Within the walls of the town the military hospital has been built, and a few houses have been erected in the suburbs, the mosques (some of which were churches in the time of the knights) have undergone repairs.

Schools and education.

Great improvements have been introduced in the means of education. An Italian school, supported by the Italian Government, has been opened. It is divided into two sections: (i.) the "asilo," in which boys (up to the age of seven) and girls are taught and fed at the expense of the institution, and (ii.) the "scuola," in which boys (up the age of 12) and girls (of any age) receive their education free of charge.

Through the liberality of M. Henry Ducci, a British subject, a high-class school has been established by the "Frères des Ecoles Chrétiennes," in which the scholars are taught through the medium of the French language.

Greek schools of an elementery character are established in most of the villages.

The few Turkish schools that exist are supported by endowments.

Harbours. The harbours still remain in a state of neglect. At the entrance of the smaller harbour the water is only 14 feet deep; but the large harbour, which, however, is unsafe when the wind is from the north or north-east, has a depth of 20 feet at its entrance.

Lighthouses. The lighthouse mentioned in last year's report as being in course of construction at Prasonisi, the southernmost point of the island, has been completed, and it is expected that it will shortly be brought into use.

Industrial establishments. A steam flour-mill has been set up in one of the suburbs; the undertaking seems likely to be successful.

In the tanneries, as also in the potteries, improvements have been introduced, and greater activity prevails.

Fisheries. The produce of last year's fishery was equal to the average. A considerable quantity of fish is imported from Anatolia.

Taxation. The expenditure still exceeds the revenue in the ratio of three to one.

Quarantine. Rhodes is no longer a quarantine station. Chosen for that purpose on account of its healthy climate. Rhodes would probably have continued to be so used had it possessed a good harbour, but the want of such a harbour, by rendering it necessary for large vessels to anchor at a considerable distance from the port, and thereby exposing them to serious risks in stormy weather, induced the authorities to abandon their plan of establishing a quarantine station here.

Shipbuilding. Small sailing vessels are still made here, but there was no report of increased activity in this trade during the past year.

The direct trade with the capital continues to increase.

List of Shipping at the Port of Rhodes during the Year 1889.

Nationality.	Number of Vessels.			Tonnage.		
	Steamers.	Sailing Ships.	Total.	Steamers.	Sailing Ships.	Total.
British	143	2	145	33,118	325	33,443
Austro-Hungarian	53	..	53	61,800	..	61,800
Italian	..	1	1	..	114	114
Ottoman	38	2,210	2,248	35,659	16,517	52,176
Egyptian	5	..	5	4,836	..	4,836
Samian	..	10	10	..	198	198
Greek	122	31	153	20,290	1,807	22,097
Total	361	2,254	2,615	155,703	18,961	174,664

List of the Shipping at the Port of Rhodes during the Years 1885–89.

Year.	Number.			Tonnage.		
	Steamers.	Sailing Ships.	Total.	Steamers.	Sailing Ships.	Total.
1885 ..	379	1,805	2,184	244,316	18,418	262,734
1886 ..	407	2,480	2,887	288,706	22,135	310,841
1887 ..	378	2,470	2,848	268,717	21,640	290,357
1888 ..	384	2,236	2,620	179,001	20,274	199,275
1889 ..	361	2,254	2,615	155,703	18,961	174,664
Total ..	1,909	11,245	13,154	1,136,443	101,428	1,237,871

Of these steamers 843 were under the British flag; tonnage, 177,569.

Scala Nuova.

Mr. Vice-Consul Alexachi reports as follows:—

The trade of Scala Nuova has begun to decrease since the extension of the Smyrna and Aidin Railway into the interior of Asia Minor.

The following is a table of the imports and exports for the year:—

Imports.

Articles.	Quantity.	Value.
	Tons.	£
Coffee	28	3,500
Sugar	220	4,000
Rice	440	7,000
Sulphur	170	1,500
Iron	220	3,000
Clothing	..	15,000
Timber	..	3,000
Sundries	..	2,000
Total	1,078	39,000

EXPORTS.

Articles.	Quantity.	Value.
	Tons.	£
Black raisins	1,950	17,500
Sultanas	55	1,500
Halwa	1,100	25,000
Tobacco in leaves	250	20,000
Olive oil	225	8,000
Barley	2,775	8,500
Dari	550	2,000
Liquorice root	1,670	10,500
Liquorice paste	450	24,000
Wine	280	4,000
Beans	110	500
Oats..	270	1,000
Skins	30	1,000
Total	9,715	123,500

Black raisins.

Black raisins are exported to France where they are used for making wine, and although the vineyards do not yield largely (5 cwts. per deunum = $\frac{1}{4}$ of an acre) still the prices in the French market for this description of raisins have always been high.

Tobacco.

A few years ago this article was begun to be actively cultivated owing to the good condition of the soil. The quality of the tobacco exported, especially to Russia, is very good and the prices very satisfactory, and although the Régie monopoly places many difficulties in the way of agriculturists and merchants, this product is cultivated with activity and success.

Mines.

At Sochia, a distance of a few miles from Scala Nuova, there are coal-mines belonging to Messrs. McAndrews and Forbes, from which are extracted about 5,000 tons a year for the use of their own factory.

Industry.

The only industry is the preparation of leather destined for Constantinople and the interior of Asia Minor.

Shipping.

The carrying trade is principally in the hands of the British Steamship Company of Joly Victora and Company, and the Turkish Company "Hamidié," both of Smyrna.

Vessels anchor at some distance from the shore, and the loading is therefore at times rendered difficult by the strong north wind to which the port is exposed.

Population.

The population of Scala Nuova number 9,000 inhabitants, of which 5,000 are Mussulmans, 3,500 Greeks, and the remainder Armenians and Jews. The Greeks have three schools, and a free hospital with accommodation for 15 patients.

SCIO AND TCHESMÉ.

Mr. Vice-Consul Anamissaki reports as follows:—

Despite the state of poverty which prevails in the district of Scio and Tchesmé, brought about by the earthquakes of 1881 and 1883, and the heavy taxes which depress trade generally, the

commerce between this district and Great Britain is more or less satisfactory.

Scio and Tchesmé have, directly and indirectly, imported from England during the year goods to the value of 50,000*l.* These have consisted of manufactured goods to the amount of 30,000*l.*, and iron, rice, coal, and glassware to the amount of 5,000*l.* each. The exports to England for the same period amount to 35,000*l.*, of which the principal are gum-mastic for 10,000*l.*, almonds for 5,000*l.*, and cereals for 20,000*l.*

The following are the principal products of Scio:—

30,000,000 oranges, estimated at about 55,000*l.*
15,000,000 lemons „ „ 30,000*l.*

Chiefly exported to Russia, Wallachia, and Turkey. The crop has unfortunately greatly diminished of late, owing to a disease in the trees.

150 tons of gum-mastic, estimated at 70,000*l.*, were exported to England, Russia, Turkey, and Europe generally.

175 tons of almonds, of the value of 8,000*l.*, were exported to England and Turkey.

Articles.		Exports.	
		Quantity.	Value.
			£
Aniseed	Tons	125	5,000
Olives	„	282	3,500
Oil	Tuns	130	4,000
Beans	Tons	175	1,500
Chick-peas	„	75	1,000

In all 178,000*l.*, mostly exported to Turkey.

The returns of the Scio and Tchesmé custom-houses, supposed to be below the mark, show 35,000*l.* for Scio, and 25,000*l.* for Tchesmé.

Agriculture. The principal cause of the decrease in the produce of Scio and Tchesmé is attributed to the severe Government taxes, which have almost doubled within the last few years. The greater part of the island being mountainous the share of arable land which falls to each family is about $5\frac{1}{4}$ acres. The land is better fitted for the growth of trees than the cultivation of cereals, and the annual revenue in that direction is therefore smaller than would otherwise have been the case. The articles which are produced in too small a degree for export, and are therefore of local consumption, are cereals, cotton, fruit in general, and vegetables.

Industry. Scio possesses two tanneries, two steam flour-mills, an iron-working establishment, and a shipbuilding yard. Steamers having greatly superseded sailing-vessels, the shipbuilding trade has considerably decreased. In the villages, the Christian peasants

carry on a small trade in the weaving of canvas and sails, and the manufacture of cheap pottery.

Mines. A few years ago mines of antimony, copper and lead were discovered in the north of the island. Coal-seams were also found somewhere towards the centre; but the pursuit of such undertakings had to be abandoned for want of capital.

Public works. Nothing has been done as regards public works in the island, save the repairs of public buildings destroyed by the earthquake of 1881. The local municipality has also undertaken the widening of the roads, but this measure is taken wholly at the expense of the inhabitants. The promise of the Government to help the municipality in the enlargement of the port remains unfulfilled.

Population. The population of the island of Scio amounts to 72,500 inhabitants, 15,000 being residents of the town and its immediate neighbourhood. Of these 1,500 are Mussulmans, 150 Roman Catholics, and 100 Jews. The 36 villages to the south contain 40,000 inhabitants; and the 28 villages to the north, 15,000, who are all Greek rayahs with the exception of 5,000 to 6,000 Hellenic subjects. The British subjects in the island, including the British protected subjects, amount to 53 persons.

Shipping. Scio possesses 440 sailing vessels of various sizes, all of which hoist the Greek flag, and belong to native masters or merchants. The capital employed in this mercantile shipping is calculated at 1,300,000*l*. Some of these vessels ply between different ports in the Black Sea and Great Britain and America; others carry grain from Russia, Turkey-in-Europe, the coast of Asia Minor, Syria, and ports in the Mediterranean. The smallest are engaged in the coasting trade.

The number of foreign vessels that visited the port of Scio during the year amounts to 4,486, including 239 British steamers of 39,603 tons.

The custom-house tariff is inaccurately regulated, and often gives rise to disputes between the custom authorities and merchants whose interests are always sacrificed. This tariff has been allowed to go unrevised since 1861, and the prices of the different articles of import and export having greatly fluctuated since then the need of an amended tariff is widely felt.

Tchesmé.

The value of goods imported directly from England to Tchesmé during the year amounts to about 40,000*l*. The following are the principal articles:—

	£
Manufactured goods	28,000
Iron..	2,000
Rice	7,000
Glassware	3,000
Total	40,000

Tchesmé exported in British vessels to England during the year raisins to the approximate value of 125,000*l*.—4,444 tons of red

raisins at 85,000*l.*, and 1,388 tons of sultanas at 40,000*l.*—this being the only article of export for which there is a demand in the English market. The chief exports of Tchesmé are red raisins, sultanas, black raisins, and aniseed, the quality of which is considered the best in Turkey. The crop of raisins generally amounts to about 13,888 or 14,444 tons a year; 6,666 tons of red raisins of the value of 110,000*l.*, and 2,500 tons of sultanas at 50,000*l.*, which find a market in England, Germany, and several other European countries.

4,722 tons of black raisins, of the value of 65,000*l.*, are exported to Turkey, Russia, Europe generally, and especially France, where they are used in the wine and spirit trade.

250 tons of aniseed, of the value of 10,000*l.*, are sold in Turkey.

The Tchesmé exports thus amount to the total value of 235,000*l.*, whilst the imports represent a total of 140,000*l.*

Agriculture. The soil of Tchesmé being rocky like that of Scio is only fitted for the growth of vines, and the inhabitants are known to excel in the rearing of that plant. The arable land of the district comes to about 21 acres per family. The cultivation of vines, however, entailing somewhat heavy expenses, the cultivators grumble at the results. The following articles are produced in too small a quantity for export, and are therefore of local consumption: wheat, barley, beans, cotton, olives, oil, fruit in general, cocoons, wine, and vegetables.

Industry. The Christian population of Tchesmé, like that of Scio, seems inclined to attempt works of industry, but aid from official quarters is wanting to give it the necessary impetus. Agriculture itself, which is the principal source of revenue, is not only deprived of Government protection, but appears to be impeded instead. Agriculturists meeting with nothing but injustice and oppression have already begun to emigrate.

Mines. According to the statement of a German geologist Tchesmé possesses strata of coal as well as other minerals, but these are allowed to remain fallow. If companies with sufficient capital to meet the expenses of the working of such mines were to take the matter in hand they would undoubtedly clear large profits.

Public works. The local authorities have, since 1880, induced the inhabitants to work at the road lying between Tchesmé and Alatzata, and render it, at their own expense, fit for carriages. The Government house has been similarly repaired. The Turkish part of the population has also contributed towards the aforesaid expenses, and has besides repaired its mosques and schools. The Christian inhabitants have repaired at entirely their own cost the churches and schools destroyed by the earthquake of 1881.

Population. The population of the peninsula which forms the province of Tchesmé amounts to 75,000 inhabitants. The province is divided into two parts, Tchesmé properly so-called, comprising the villages situated to the west, centre, and east of the peninsula, and Carabourna, comprising the villages situated to the north-east. These villages are 51 in number; 58,870 of the inhabitants

are of Greek origin, 16,000 Mussulmans, and a few Roman Catholics, Armenians, and Jews complete the total amount.

Shipping.

Owing to steam competition there are only 153 sailing vessels belonging to the port. The capital invested in this mercantile shipping is computed to be 80,000*l.* Some of these vessels, which are all under Turkish flag, ply between Tchesmé, the Mediterranean and the Black Sea. Others are engaged in the coasting trade.

The number of foreign steamers and sailing vessels which visited the port of Tchesmé during the year amounts to 3,294, tonnage 431,160, of which 116 were English steamers, tonnage 15,319. The English steamers entered with cargoes to the value of 37,050*l.*, and cleared with cargoes of 138,740*l.*

Vourlah.

Mr. Vice-Consul Crendiropoulo reports as follows:—

The principal trade of Vourlah consists in the production of raisins, which form its chief article of export. The crop begins in August, and when abundant reaches the quantity of 9,722 tons to 10,000 tons of red raisins, and 4,444 tons to 5,000 tons of sultanas, into which the crop is divided.

This year's crop of raisins has been indifferent, and is generally calculated at from 6,944 tons to 7,222 tons, whilst that of sultanas averages from 3,055 tons to 3,111 tons.

The greater part of red raisins is exported to Germany by Dutch steamers; a part goes to England in English bottoms; and a small portion to Trieste by the Austro-Hungarian Lloyd. I must not fail to add that within the last three years some small quantities of picked raisins have been shipped in Russian steamers to Australia through Smyrna. The largest quantity of sultanas is exported by British vessels to England. The price of raisins naturally varies according to the demand.

Vourlah also produces from 222 tons to 555 tons of oil, which is the exact quantity needed for local consumption. Whenever there is an excess it is exported overland to Tchesmé and Alatzata.

White and red wine is manufactured, but on too small a scale for export. The production of cereals is so very small that it fails to supply the local market for more than two months.

About 10,000 bags to 12,000 bags of flour and sulphur are annually imported from Italy, as well as 1,200 to 1,500 barrels of potash which are used in the drying of raisins.

Articles of daily consumption come through Smyrna. A great quantity of flour is also imported through Smyrna, Mitylene and other places.

The following is the number of steamers that took cargoes of raisins during the year:—25 British, 11 Dutch, and 9 Austrian.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
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Table C.—Smyrna—Imports, 1889.

Description of Goods.		Germany.		America.		England.		Austria-Hungary.		Belgium.		Egypt.		Spain.		France.		Greece.		Holland.		Italy.		Portugal.		Roumania.		Russia.		Turkey in Europe.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£		£		£		£		£		£		£		£		£		£		£		£		£		£
Steel	Cases	156	499	—	—	503	1,610	877	2,806	16	51	—	—	—	—	47	150	—	—	512	1,638	11	35	—	—	—	—	—	—	—	—	2,122	6,789
Alcohol	Barrels	—	—	—	—	—	—	57	228	—	—	—	—	—	—	8	32	—	—	—	—	—	—	—	—	—	—	3,014	12,056	799	3,196	3,878	15,512
Matches	Boxes	—	—	—	—	17	88	3,778	19,646	—	—	—	—	—	—	—	—	—	—	—	—	403	2,096	—	—	—	—	—	—	—	—	4,198	21,830
Starch	„	42	201	—	—	592	2,842	40	192	357	1,713	—	—	—	—	600	2,880	—	—	—	—	54	259	—	—	—	—	—	—	—	—	1,685	8,087
Arms	Cases	—	—	—	—	41	820	31	620	97	1,940	—	—	—	—	18	360	—	—	—	—	—	—	—	—	—	—	—	—	37	740	224	4,480
Butter	Barrels	—	—	—	—	53	2,120	—	—	—	—	—	—	—	—	3	120	—	—	—	—	74	2,960	—	—	—	—	595	23,800	1,577	63,080	2,302	92,080
Beer	Barrels and cases	90	108	—	—	87	104	2,190	2,628	—	—	—	—	—	—	860	1,032	—	—	—	—	—	—	—	—	162	194	—	—	—	—	3,389	4,066
Building timber	Tons	—	—	—	—	804	9,648	250	3,000	—	—	—	—	—	—	—	—	590	7,080	—	—	—	—	—	—	4,760	57,120	970	11,640	17,600	210,000	24,874	298,488
Dye-woods	Bags	—	—	—	—	—	—	191	382	—	—	—	—	—	—	10	20	—	—	—	—	314	628	—	—	—	—	—	—	—	—	515	1,030
Hats and bonnets	Cases	—	—	—	—	243	2,916	469	5,628	14	168	—	—	—	—	156	1,872	—	—	—	—	47	564	—	—	—	—	—	—	47	564	976	11,712
Candles	„	29	46	—	—	84	134	—	—	397	635	—	—	—	—	258	413	—	—	—	—	23	37	—	—	—	—	—	—	—	—	791	1,265
Bricks and tiles	„	—	—	—	—	—	—	—	—	—	—	—	—	—	—	605,000	1,452	—	—	—	—	100,000	240	—	—	—	—	—	—	150,000	360	855,000	2,052
Coffee	Bags	—	—	—	—	9,450	30,240	1,946	6,227	1,857	5,942	244	781	—	—	15,475	49,520	—	—	—	—	4,210	13,472	—	—	—	—	—	—	—	—	33,182	106,182
Canvas and bags	Bales	—	—	—	—	897	2,870	735	2,352	—	—	—	—	—	—	360	11,520	—	—	—	—	197	630	—	—	—	—	—	—	—	—	2,189	17,372
Caviare	Barrels	—	—	67	536	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	178	1,424	199	1,592	444	3,552
Cereals and wheat	Tons	—	—	—	—	—	—	38	456	—	—	277	3,324	—	—	11	132	—	—	—	—	—	—	—	—	—	—	1,109	13,308	1,112	13,344	2,547	30,564
Coal	„	—	—	—	—	51,942	62,330	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	51,942	62,330
Cement and hydraulic lime	Barrels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14,111	1,411	—	—	—	—	104	10	—	—	—	—	—	—	—	—	14,215	1,421
Nails	Tons	—	—	—	—	640	20,480	45	1,440	197	6,304	—	—	—	—	376	12,032	—	—	97	3,104	4	128	—	—	—	—	—	—	—	—	1,359	43,488
Cochineal	Bags	—	—	—	—	47	2,444	—	—	—	—	—	—	—	—	142	7,384	—	—	—	—	—	—	—	—	—	—	—	—	—	—	189	9,328
Groceries	Packages	224	717	—	—	404	1,293	64	205	—	—	—	—	—	—	483	1,545	—	—	63	201	112	358	—	—	—	—	107	342	—	—	1,457	4,661
Rope	Bales	—	—	—	—	297	1,188	379	1,516	154	616	—	—	—	—	45	180	—	—	14	56	292	1,168	—	—	—	—	75	300	—	—	1,256	5,024
Cotton twist and yarns	„	447	5,364	172	2,064	6,257	75,084	873	10,476	94	1,128	—	—	—	—	28	336	54	648	147	1,764	594	7,128	—	—	—	—	—	—	—	—	8,666	103,992
Cotton manufactured goods	Bales and cases	107	1,712	—	—	504	8,064	770	12,320	—	—	—	—	—	—	367	5,872	—	—	44	704	27	432	—	—	—	—	—	—	—	—	1,819	29,104
Dyes	Barrels and cases	45	54	4	5	2,164	2,597	371	445	138	165	—	—	—	—	591	709	—	—	22	26	709	850	—	—	—	—	—	—	121	145	4,165	4,996
Leather and tanned hides	Bales and cases	—	—	—	—	56	2,240	19	760	14	560	440	17,600	—	—	2,142	85,680	59	2,360	—	—	304	12,160	—	—	—	—	104	4,160	97	3,880	3,235	129,400
Copper	Barrels and cases	—	—	—	—	—	—	2	8	—	—	—	—	—	—	344	1,376	—	—	—	—	—	—	—	—	—	—	—	—	272	1,088	828	16,122
„	Tons	—	—	—	—	210	13,650	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Cloth	Bales	107	4,708	—	—	45	1,980	668	29,392	—	—	—	—	—	—	236	10,384	79	3,476	—	—	51	2,244	—	—	—	—	—	—	—	—	1,186	52,184
Drugs	Cases	72	864	—	—	527	6,324	270	3,240	94	1,128	122	1,464	—	—	412	4,944	—	—	57	684	334	4,008	—	—	—	—	—	—	33	396	1,921	23,052
Flour	Bags	—	—	—	—	—	—	78	93	—	—	1,242	1,490	—	—	643	771	—	—	—	—	—	—	—	—	—	—	7,460	8,952	1,400	1,680	10,823	12,986
Iron	Tons	—	—	—	—	19,750	158,000	—	—	—	—	—	—	—	—	—	—	—	—	1,900	15,200	—	—	—	—	—	—	—	—	—	—	21,650	173,200
Ironware	Cases	544	870	47	75	6,444	10,310	670	1,072	693	1,109	—	—	—	—	851	1,361	—	—	4,995	7,992	151	241	—	—	—	—	—	—	—	—	14,395	23,030
Gold thread	„	9	360	—	—	—	—	4	160	1	40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14	560
Cheese	Barrels and cases	—	—	—	—	74	355	24	115	—	—	—	—	—	—	159	763	183	878	174	835	63	302	—	—	1,811	8,693	376	1,805	1,197	5,745	4,061	19,491
Clockwork and jewellery	Cases	91	3,640	2	80	9	360	14	560	2	80	—	—	—	—	12	480	—	—	7	280	—	—	—	—	—	—	—	—	—	—	137	5,480
Oils	Barrels and cases	—	—	—	—	497	3,976	27	216	7	56	—	—	—	—	288	1,904	—	—	—	—	16	128	—	—	—	—	122	976	—	—	907	7,256
Indigo	Cases	—	—	—	—	97	2,230	1	23	—	—	49	1,150	—	—	2	46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	149	3,449
Cork	Bales	—	—	—	—	—	—	—	—	—	—	—	—	—	—	96	77	—	—	—	—	108	86	—	—	—	—	—	—	—	—	204	163
Worsted	Bales and cases	—	—	—	—	3,004	120,160	573	22,920	27	1,080	—	—	—	—	402	16,080	—	—	—	—	64	2,560	—	—	—	—	—	—	52	2,080	4,122	164,880
Manufactured tissues	„ „	1,397	55,880	163	6,520	6,152	246,080	222	8,880	103	4,120	197	7,880	—	—	1,962	78,480	122	4,880	11	440	256	10,240	—	—	—	—	—	—	447	17,880	11,032	441,280
Sewing machines	Cases	—	—	—	—	259	2,072	456	3,648	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	715	5,720
Marble and stone	Tons	—	—	—	—	850	3,400	—	—	—	—	—	—	—	—	—	—	407	1,628	—	—	3,500	14,000	—	—	—	—	—	—	2,011	8,044	6,768	27,072
Haberdashery	Cases	66	1,320	—	—	97	1,940	221	4,420	—	—	—	—	—	—	270	5,400	—	—	9	180	84	1,680	—	—	—	—	—	—	—	—	747	14,940
Furniture and pianos	„	53	636	—	—	35	420	139	1,668	—	—	—	—	—	—	61	732	—	—	33	396	—	—	—	—	—	—	—	—	—	—	321	3,852
China	Tons	—	—	—	—	54	1,080	30	600	—	—	—	—	—	—	295	5,900	—	—	—	—	—	—	—	—	—	—	—	—	—	—	379	7,580
Paper and cardboard	Bales and cases	111	222	—	—	195	390	9,334	18,668	97	194	—	—	—	—	591	1,182	—	—	427	854	3,520	7,040	—	—	—	—	—	—	—	—	14,275	28,550
Petroleum	Cases	—	—	22,000	6,160	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	233,717	56,492	—	—	256,717	62,652
„	Barrels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,000					
Boards	„	—	—	—	—	—	—	8,784	702	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	950,000	76,000	92,500	7,400	55,000	4,400	1,106,284	88,502
Lead and pewter	Tons	—	—	—	—	988	7,904	—	—	14	112	—	—	—	—	825	6,600	—	—	—	—	448	3,584	—	—	—	—	—	—	—	—	2,275	18,200
Potatoes	Bags	—	—	—	—	—	—	415	332	—	—	—	—	—	—	19,766	15,813	1,424	1,139	—	—	440	352	—	—	—	—	—	—	4,955	3,964	27,333	21,600
Cured fish and smoked meat	Barrels and cases	33	132	—	—	979	3,916	28	112	—	—	—	—	—	—	215	860	612	2,448	112	448	106	424	—	—	—	—	148	592	427	1,708	2,660	10,640
Pepper	Bags	—	—	—	—	454	1,453	150	480	—	—	424	1,357	—	—	226	723	—	—	—	—	24	77	—	—	—	—	—	—	—	—	1,278	4,090
Potash	Barrels	—	—	—	—	650	780	1,666	1,999	—	—	—	—	—	—	3	4	—	—	355	426	162	194	—	—	—	—	—	—	—	—	2,836	3,403
Hardware	Cases	397	15,880	—	—	907	36,280	367	14,680	23	920	—	—	—	—	893	35,720	—	—	1	40	97	3,880	—	—	—	—	53	2,120	—	—	2,738	109,520
Rum	Barrels	—	—	404	1,454	467	1,681	—	—	—	—	—	—	—	—	59	212	—	—	—	—	—	—	—	—	—	—	—	—	—	—	930	3,347
Rice	Bags	—	—	—	—	*26,450	31,740	1,893	2,271	1,454	1,745	995	1,194	—	—	1,254	1,505	—	—	—	—	26,200	31,440	—	—	—	—	—	—	—	—	58,246	69,895
Soap	Cases and bags	—	—	—	—	154	6,160	7	280	—	—	—	—	—	—	25	1,000	52	2,080	—	—	62	2,480	—	—	—	—	—	—	107	4,280	407	16,280
Silk goods	Cases	14	560	—	—	—	—	9	360	—	—	42	1,680	—	—	195	7,800	—	—	—	—	47	1,880	—	—	—	—	—	—	297	11,880	604	24,160
Soda	Barrels	—	—	—	—	8,045	64,360	8	64	450	3,600	—	—	—	—	2	16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8,505	68,040
Sulphur	Bags	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18	4	—	—	—	—	37,000	7,400	—	—	—	—	—	—	—	—	37,018	7,404
Sugar	„	—	—	—	—	54	140	52,986	137,763	—	—	250	650	—	—	2,706	7,035	26	67	—	—	—	—	—	—	—	—	—	—	—	—	56,022	145,655
Carpets	Bales	—	—	—	—	107	2,140	5	100	—	—	—	—	—	—	11	220	—	—	—	—	—	—	—	—	—	—	—	—	—	—	123	2,460
Sheet iron and tin	Cases	—	—	—	—	2,995	8,386	1	3	39	109	—	—	—	—	38	106	—	—	1,223	3,424	—	—	—	—	—	—	—	—	—	—	4,296	12,028
Velvet	„	11	880	—	—	—	—	22	1,760	—	—	—	—	—	—	5	400	—	—	—	—	—	—	—	—	—	—	—	—	—	—	38	3,040
Window glass	„	—	—	—	—	—	—	2	2	6,730	6,730	—	—	—	—	5	5	—	—	25	25	—	—	—	—	—	—	—	—	—	—	6,762	6,762
Glassware	„	—	—	—	—	59	708	1,331	15,972	632	7,584	—	—	—	—	3,090	37,080	124	1,488	77	924	9	108	—	—	—	—	—	—	—	—	5,322	63,864
Clothing	„	44	2,640	—	—	—	—	207	12,420	—	—	—	—	—	—	8	480	—	—	—	—	—	—	—	—	—	—	—	—	—	—	259	15,540
Wines and spirits	Barrels and cases	35	70	—	—	259	518	192	384	144	288	—	—	—	—	3,143	6,286	45	90	3,985	7,970	456	912	—	—	—	—	—	—	378	756	8,637	17,274
Zinc	Barrels	—	—	—	—	403	967	157	377	2,794	6,705	—	—	—	—	24	57	—	—	362	869	—	—	—	—	—	—	—	—	—	—	3,740	8,975
Earthenware	Tons	—	—	—	—	—	—	253	607	—	—	—	—	—	—	1,877	4,505	214	513	—	—	97	233	—	—	—	—	—	—	2,470	5,928	4,911	11,786
Rails and railway materials (not paying duty)	Rails	—	—	—	—	—	103,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40,000	—	—	—	316,500
„ „ „ „	Railway materials	—	—	—	—	—	173,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Sundries	Parcels	544	1,088	427	854	4,795	9,590	5,157	10,314	1,145	2,290	2,784	5,568	124	248	4,878	9,756	1,224	2,448	1,022	2,044	2,454	4,908	—	—	949	1,898	5,212	10,424	6,470	12,940	37,185	74,370
Total		..	98,451	..	17,748	..	1,255,062	..	367,992	..	59,112	..	44,138	..	248	..	450,719	..	31,223	..	50,524	..	143,556	..	..	..	143,905	..	195,791	..	379,670	..	3,236,139

* Direct from British India.

Table B.—Smyrna—Exports, 1889.

Description of Goods.		Germany.		America.		England.		Austria-Hungary.		Belgium.		Spain.		Egypt.		France.		Greece.		Holland.		Italy.		Portugal		Roumania.		Russia.		Turkey in Europe.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£		£		£		£		£		£		£		£		£		£		£		£		£
Madder-root	Bales	—	—	—	—	188	900	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	188	900
Aniseed	Bags	—	—	—	—	40	144	—	—	—	—	—	—	—	—	1,100	3,960	—	—	113	404	—	—	—	—	—	—	—	—	1,253	4,508
Antimony	,,	—	—	—	—	8,617	31,020	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8,617	31,020
Oats	,,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	483	193	—	—	—	—	255	102	—	—	—	—	—	—	738	295
Almonds	,,	—	—	70	344	3,286	13,144	186	728	—	—	—	—	36	144	512	2,048	11	44	9	36	60	240	—	—	12	48	—	—	4,231	16,908
Entrails	Boxes and barrels	—	—	—	—	—	—	76	152	—	—	—	—	—	—	4	8	—	—	—	—	—	—	—	—	—	—	—	—	80	160
Wheat	Bags	—	—	—	—	—	—	—	—	—	—	—	—	—	—	994	994	—	—	—	—	2,192	2,192	—	—	—	—	—	—	3,906	3,906
Hemp	Bales	—	—	—	—	125	750	—	—	—	—	—	—	—	—	595	3,570	—	—	—	—	53	318	—	—	—	—	—	—	773	4,638
Rags	,,	—	—	30	40	4,021	8,042	5	10	—	—	6	12	—	—	120	240	—	—	—	—	—	—	—	—	—	—	—	—	4,182	8,344
American hemp-seed	Bags	—	—	960	680	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	960	680
Chrome	Tons	—	—	5	24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5	24
Wax	Bags	—	—	—	—	—	—	39	468	—	—	—	—	—	—	146	1,752	18	216	—	—	358	4,296	—	—	—	—	—	—	579	6,948
Cocoons	Bales	—	—	—	—	—	—	—	—	—	—	—	—	—	—	158	2,528	—	—	—	—	18	288	—	—	—	—	—	—	176	2,816
Cotton	,,	—	—	—	—	835	7,849	7,807	73,386	204	1,918	16,130	151,622	—	—	1,394	13,104	1,350	12,690	1,022	9,606	2,015	18,941	—	—	39	366	1,715	16,121	63	592	32,574	306,195
Emery	Tons	—	—	4,100	18,560	3,532	14,128	256	1,024	—	—	—	—	—	—	403	1,612	—	—	2,493	9,972	11	44	—	—	455	546	—	—	458	550
Oak-bark	Bags	—	—	—	—	—	—	—	—	—	—	—	—	3	4	—	—	—	—	—	—	—	—	—	—	6	11	268	1,930	—	—	15,953	114,864
Sponges	Bales and bags	—	—	—	—	12,163	87,574	3,098	22,306	—	—	3	22	—	—	226	1,627	126	907	—	—	63	454	—	—	—	—	—	—	1,256	1,256	1,230	1,230
Flour	Bags	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2,306	12,914	—	—	—	—	—	—	19,053	106,698
Beans	Tons	—	—	—	—	16,356	91,594	—	—	—	—	316	1,770	—	—	75	420	—	—	—	—	27	162	—	—	—	—	—	—	—	—	177	1,082
Cheese	Boxes	—	—	100	620	—	—	—	—	—	—	—	—	50	300	—	—	—	—	—	—	150	600	—	—	127	508	952	3,808	171	686	46,587	186,348
Figs	Skeleton cases	97	388	—	—	39,996	159,984	1,109	4,436	66	264	17	68	342	1,368	1,594	6,376	6	24	1,957	7,828	150	600	—	—	229	84	683	273	242	880	208,197	83,280
,,	Bags	404	162	—	—	153,547	61,418	30,380	12,144	144	58	1,441	576	450	180	16,272	6,509	—	—	3,004	1,202	734	294	—	—	80	48	—	—	80	48
,,	Barrels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	2	16,455	3,290	—	—	92,587	18,516
,,	Boxes	1,456	292	—	—	20,103	4,020	4,588	918	—	—	—	—	1,095	219	39,082	7,816	—	—	9,707	1,941	90	18	—	—	—	—	—	—	3,080	89,280
,,	Tons	—	—	3,080	89,280	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10	10	3,614	5,782	1,254	1,974	21,800	34,883
Fruit, fresh and dried	Parcels	—	—	—	—	—	—	212	340	—	—	—	—	13,047	20,876	3,467	5,548	11	18	102	164	103	165	—	—	1	1	—	—	—	13	4,099	16,416
Gall-nuts	Bags	517	2,068	60	260	1,740	6,960	85	340	—	—	33	132	—	—	1,070	4,280	—	—	422	1,688	167	668	—	—	—	—	90	540	—	—	437	2,836
Gum	Cases	—	—	23	352	29	174	46	276	—	—	7	42	—	—	184	1,104	3	18	55	330	—	—	—	—	—	—	—	—	—	—	80	1,120
Gum-mastic	,,	—	—	—	—	18	252	4	56	—	—	—	—	—	—	58	812	—	—	—	—	—	—	—	—	25	22	—	—	—	—	20,702	18,619
Canary-seed	Bags	—	—	960	852	17,905	16,114	15	13	—	—	—	—	—	—	802	722	—	—	955	896	—	—	—	—	—	—	—	—	—	—	4,018	13,661
Cotton-seed	Tons	—	—	—	—	4,018	13,661	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,318	5,180
Various seeds	Bags	—	—	—	—	—	—	—	—	197	236	—	—	—	—	—	—	9	10	2,560	3,072	1,552	1,862	—	—	—	—	—	—	—	—	2,324	15,115
Yellow berries	,,	—	—	10	68	1,399	9,197	157	1,031	—	—	3	15	—	—	57	385	—	—	89	445	450	2,956	—	—	—	—	50	328	138	690	62	161
Hemp-seed	,,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	62	161	—	—	—	—	—	—	—	—	—	—	—	—	—	—	460	552
Linseed	,,	—	—	—	—	379	455	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81	97	—	—	—	—	—	—	—	—	19,417	23,300
Poppy-seed	,,	2,210	2,652	—	—	420	504	—	—	—	—	—	—	—	—	11,510	14,172	—	—	4,977	5,972	—	—	—	—	—	—	—	—	—	—	11,012	88,096
Olive-oil	Barrels	—	—	—	—	5,296	42,368	1,950	15,600	—	—	—	—	—	—	2,064	16,512	1	8	—	—	389	3,112	—	—	20	160	1,292	10,336	—	—	842	205
Halwa	Boxes	—	—	—	—	—	—	21	12	—	—	21	12	—	—	92	56	—	—	—	—	33	20	—	—	—	—	175	105	—	—	1,817	127,136
Wool	Bales	—	—	6,860	87,480	1,938	15,504	155	1,240	—	—	—	—	—	—	1,466	11,728	—	—	—	—	1,282	10,256	—	—	—	—	—	—	116	928	46	4,232
Walnut-roots	Tons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	46	4,232	—	—	—	—	—	—	—	—	—	—	—	—	—	—	85,513	68,468
Dari and Indian corn	Bags	—	—	—	—	52,238	41,788	—	—	—	—	12,023	9,618	—	—	19,954	15,972	—	—	—	—	1,288	1,030	—	—	—	—	—	—	—	—	2,826	17,541
Iron ore	Tons	—	—	2,800	17,520	—	—	—	—	—	—	—	—	—	—	—	—	—	—	26	21	—	—	—	—	—	—	—	—	—	—	4,372	1,892
Millet	Bags	—	—	600	384	436	174	—	—	—	—	—	—	—	—	2,453	981	—	—	—	—	883	353	—	—	—	—	—	—	—	—	2,384	185,760
Opium	Boxes	19	1,520	1,120	84,640	548	43,840	109	8,720	—	—	74	5,920	11	880	27	2,160	—	—	452	36,160	24	1,920	—	—	—	—	—	—	—	—	5,274	2,109
Oranges	,,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	303	121	4,844	1,938	127	50	80,497	450,864
Barley	Tons	—	—	—	—	75,357	422,000	—	—	—	—	—	—	—	—	2,315	13,044	—	—	—	—	25	140	2,800	15,680	—	—	—	—	—	—	764	7,640
Bones	,,	—	—	—	—	528	5,280	—	—	—	—	4	40	—	—	232	2,320	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,109	443
Onions	Bags	—	—	—	—	1,094	437	—	—	—	—	—	—	—	—	15	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,322	34,680
Hides	Bales	—	—	75	704	197	1,576	3,156	25,248	—	—	—	—	—	—	750	6,000	32	256	—	—	18	144	—	—	—	—	—	—	94	752	17	34
Stones	Tons	—	—	—	—	17	34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	94	470
Chick-peas	Bags	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12	60	—	—	—	—	—	—	—	—	82	410	—	—	—	—	90,493	99,091
Liquorice root	Bales	—	—	88,703	97,516	—	—	72	64	—	—	—	—	—	—	1,710	1,505	—	—	—	—	—	—	—	—	—	—	—	—	8	6	6,733	32,319
,, paste	Boxes	409	1,964	—	—	5,156	24,749	464	2,179	—	—	—	—	—	—	696	3,341	—	—	—	—	—	—	—	—	—	—	—	—	18	86	29	174
Various roots	Bags	—	—	—	—	25	150	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	24	—	—	—	—	24	14
Soap roots	,,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14	8	—	—	—	—	10	6	—	—	2,226	8,014
Currants	,,	—	—	—	—	1,490	5,364	46	166	—	—	—	—	—	—	—	—	—	—	675	2,430	—	—	—	—	15	54	—	—	—	—	20,512	184,631
Black raisins	Tons	809	7,287	—	—	309	2,782	308	2,776	—	—	11	100	—	—	15,518	139,620	—	—	2,869	25,832	—	—	—	—	235	2,117	458	4,117	—	—	8,194	118,028
Red raisins	,,	431	6,209	—	—	2,403	34,606	1,874	26,985	—	—	—	—	—	—	116	1,691	—	—	3,321	47,822	33	477	—	—	8	123	—	—	8	115	1,392	30,121
Rosaki (raisins)	,,	189	4,085	—	—	101	2,173	23	516	165	3,570	6	144	—	—	—	—	—	—	786	16,992	70	1,531	—	—	52	1,119	—	—	—	—	21,710	781,618
Sultana (raisins)	,,	547	19,692	—	—	9,789	352,406	4,671	168,184	194	7,008	477	17,190	50	1,830	301	10,868	2	40	4,849	174,598	273	9,864	—	—	76	2,618	403	14,508	78	2,832	566	15,304
Mixed (raisins)	,,	—	—	566	15,304	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17	68
Soap	Cases	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17	68	—	—	—	—	64	1,725
Scammony	,,	—	—	1	25	53	1,400	—	—	—	—	—	—	—	—	5	250	—	—	—	—	2	50	—	—	—	—	—	—	—	—	498	398
Rye	Bags	—	—	—	—	393	318	30	24	—	—	—	—	—	—	70	56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	34,979	55,965
Sesame-seed	,,	1,815	2,904	—	—	—	—	610	976	—	—	—	—	—	—	11,192	17,907	—	—	—	—	16,493	26,389	—	—	832	1,331	3,196	5,113	841	1,345	1,627	781
Bran	,,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,177	565	—	—	—	—	450	216	—	—	—	—	—	—	—	—	284	284
Tallow	Barrels	—	—	—	—	—	—	12	12	—	—	—	—	—	—	272	272	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20	22
Sumac	Bags	—	—	20	22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2,520	2,950
Carpets	Bales	—	—	400	28,560	2,090	125,400	111	6,660	—	—	—	—	—	—	262	15,720	3	180	14	840	5	300	—	—	22	1,320	1	60	42	2,520	11,157	46,680
Tobacco	,,	—	—	70	2,328	1,634	6,536	323	1,292	—	—	—	—	124	496	237	948	—	—	2,405	9,620	31	124	—	—	491	1,664	5,695	22,780	238	952	285	2,280
Mohair	,,	—	—	—	—	117	936	3	24	—	—	—	—	—	—	161	1,288	—	—	—	—	4	32	—	—	—	—	—	—	—	—	54,569	801,529
Valonea	Tons	850	12,240	—	—	30,020	433,867	10,586	166,914	15	201	—	—	—	—	218	2,871	5	64	2,906	41,850	4,399	63,277	—	—	325	4,683	5,245	75,562	—	—	4,859	11,659
Wines and spirits	Barrels	22	53	15	34	39	93	107	257	—	—	—	—	43	103	3,707	8,897	67	161	564	1,353	88	211	—	—	10	24	67	161	130	312	343	549
Old copper	,,	—	—	—	—	—	—	130	208	—	—	—	—	—	—	210	336	—	—	—	—	—	—	—	—	3	5	—	—	—	—	374	598
,, zinc	Ingots	—	—	—	—	—	—	—	—	—	—	—	—	—	—	374	598	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,136	6,632
Sundries	Parcels	440	880	120	600	405	810	296	592	164	328	2	4	102	204	497	994	50	100	104	208	203	406	—	—	82	164	280	560	391	782		
Total		..	62,396	..	446,197	..	2,092,475	..	546,257	..	13,583	..	187,287	..	26,604	..	360,739	..	14,736	..	401,282	..	153,557	..	28,594	..	17,621	..	187,318	..	17,326	..	4,535,975

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UNITED STATES.

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ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 431.

Presented to both Houses of Parliament by Command of Her Majesty,
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No. 643.

Reference to previous Report, Annual Series No. 431.

UNITED STATES.

NEW YORK.

Consul-General Booker to the Marquis of Salisbury.

My Lord, *New York, December* 16, 1889.

I HAVE the honour to transmit herewith a Report upon the Agriculture of the States of New York, New Jersey, Connecticut, Rhode Island, and Delaware.

I have, &c.

(Signed) WM. LANE BOOKER.

Report upon the Agriculture of the States of New York, New Jersey, Connecticut, Rhode Island, and Delaware, for the Year 1889.

Bureau of Agriculture made a Government Department. Its duties.

The United States' Bureau of Agriculture was, in March last, elevated to an Executive Department of the Government, and the result will be more valuable general and statistical information in regard to the agriculture of the whole country than the Bureau has been able to afford. It will necessarily take some time for the department to perfect its organisation, and to get into working order the changes and innovations proposed by the secretary. In reference to this the secretary in his first report, just published, states :—"It is not necessary for me to dwell at this time upon the past growth of this institution; how there have been assigned to it from time to time additional duties and power until now, when it comes forward as a completed wing of the executive branch of the Government, entitled to its full share of attention and protection, and needing at this time careful and intelligent effort in order that the foundation now ready to be laid shall be the commencement of a great and lasting department, well fitted to extend its usefulness over a great agricultural domain. I deemed it my first duty, therefore, to give particular attention to such a re-adjustment of the current affairs of the department as should make it better conform to its new relations under the law, and then to give careful thought to the formulation of plans for a thorough and complete re-organisation of the new department. I am not unmindful of the difficulties of the duties which have fallen to me in this regard, nor do I think that I shall overstate those to which I shall here refer.

"At the very beginning I was disappointed to find that the appropriations made for the operations of the department for the current fiscal year were those based upon the old organisation of the department, and that no provision had been made for a single anticipated want of the department in its new field of duty. Therefore, my first efforts had to be restricted to the study and formulation of plans for re-organisation; to the systematising of the records of the department; to the consolidation, so far as possible, under one head, of work of one character, but being conducted in different divisions of the department; to a formulation of a better system for the faithful accounting of public property, and in general the application of business-like principles throughout the department. I have performed this duty while awaiting the meeting of Congress, when its attention might be called to the condition of affairs to which I have alluded, and to the urgent need of immediate attention."

Agricultural experiment stations.

With reference to agricultural experiment stations, a most important branch of the department, the secretary states: "As a central agency for the agricultural experiment stations of the country established by Act of Congress, it is the duty of the department, through the office of experiment stations, to indicate lines of inquiry for the stations, to promote the co-ordination of their work, to furnish them needed advice and assistance, and to collate and publish the results of their experiments. To this end it conducts a large and increasing correspondence relating to the scientific, administrative, and general interests of the individual stations and the enterprise as a whole. Its representatives visit stations, agricultural colleges, and kindred institutions. It collects statistics and other information regarding agricultural science; compiles results of inquiry past and present in this country and in Europe, which are greatly needed, and earnestly called for by the station workers and others interested in agricultural science; and puts the results of station work in practical form for general distribution in farmers' bulletins.

"For the ensuing year this office needs means proportionate to the pressing demand for the enlargement of its work in all the lines named, including especially the collating of fruits of experience and making them available to the stations and the agriculture of the country, and the promotion of inquiries of general importance in connection with the stations in different sections of the land. With other lines of inquiry, the study of the far-reaching problems relating to the food and nutrition of domestic animals and of man, and the systematic investigation of our soils, already begun in accordance with special provision by Act of Congress, should be undertaken on a broad and scientific basis.

"The development of the experiment station enterprise in this country is a noteworthy illustration of the readiness of the American people to grasp and to utilise new and valuable ideas. Beginning only 14 years ago, it has grown out to the furthest limits of the land, enlisted the best colleges and universities and the ablest investigators, and secured both state and national

resources for its maintenance. It now employs nearly 400 workers to promote agriculture by scientific investigation and experiment, and to diffuse as well as increase the knowledge which improves farm practice and elevates farm life. It has the favour of a great army of practical farmers, to whom it has already brought substantial benefits. The experience thus far gained evinces the wisdom of Congress in distributing the work throughout the country where it may be adapted to the wants of the various sections, and placing it in connection with institutions of learning which are, in general, labouring faithfully to fulfil the trust imposed upon them.

"Crudity and mistakes are here and there apparent. But the general effort of the stations toward the greatest usefulness, the wise action of the Association of American Agricultural Colleges and Experiment Stations, the cordial support of the people, State Legislatures and Congress, and the practical results already obtained, imply that the National Government has made no mistake in undertaking this enterprise on a larger scale than has been attempted elsewhere in the world. At the same time we should remember that quality more than magnitude decides the value of every enterprise, and that this one can attain its highest success only in proportion as the laws which underlie the practice of agriculture are discovered and made available to the practical toilers of the farm."

New York.

The product of the cereals, &c., of the State of New York in 1887–88 is given in the following table:—

		1887.			1888.		
		No. of Acres in each crop.	Quantity produced.	Average yield per Acre.	No. of Acres in each crop.	Quantity produced.	Average yield per Acre.
Wheat	Bushels	666,893	10,137,000	15·2	660,214	9,309,000	14·1
Indian corn ...	,, ...	709,406	23,410,000	33·0	705,859	22,870,000	32·4
Barley	,, ...	340,028	6,733,000	19·8	No statistics available.		
Oats	,, ...	1,413,088	33,208,000	23·5	1,398,957	40,570,000	29·0
Rye	,, ...	234,506	2,533,000	10·8	No statistics available.		
Buckwheat ...	,, ...	317,663	4,130,000	13·0			
Potatoes	,, ...	353,433	23,327,000	66·0			
Hay	Tons ...	5,059,913	5,818,000	1·15			

The values of the various crops were estimated by the United States Department of Agriculture at:—

Crops.	Year.	Value.
		£
Wheat	1888	2,109,380
Indian corn	,,	2,732,500
Oats	,,	3,092,250
Rye	1887	318,300
Barley	,,	943,150
Buckwheat	,,	450,900
Potatoes	,,	2,979,300
Hay	,,	12,897,900

Cheese factories and creameries.

The following, tabulated from the Report of the State Dairy Commissioner, gives a good deal of useful information in regard to the cheese factories and creameries of this State, and the business of the dairy farmer, embracing, as the table does, statistics in connection with all the counties in which dairy farming is carried on to any extent.

STATISTICAL Table, tabulated from the Report of the State Dairy Commissioner in regard to Cheese Factories and Creameries.

Counties.	Number of Factories and Creameries Visited.	Amount of Milk in lbs. delivered at Factories and Creameries during entire season.	Number of Cows from which supply came.	Average Number of Cows per Factory or Creamery.	Average Amount of Milk in lbs. per Cow during season.	Average Number of lbs. Milk to make 1 lb. Cheese.	Average Number of lbs. Milk to make 1 lb. Butter.
Alleghany	85	84,215,985	26,935	316	3,142	10$\frac{1}{10}$	...
Broome	16	12,240,800	6,168	385	1,984	10$\frac{7}{10}$	38$\frac{3}{4}$
Callerangus ...	115	150,771,096	36,432	317	4,133	9·76	24$\frac{1}{2}$
Cayuga	11	7,621,200	3,200	291	2,380	9$\frac{3}{4}$	47$\frac{1}{2}$
Chatauqua ...	93	75,227,481	30,236	326	2,484	10	22$\frac{3}{4}$
Chenning	16	23,015,960	5,620	351	4,095	13$\frac{1}{2}$	25$\frac{1}{2}$
Chenango	42	46,518,192	15,742	375	2,955	12$\frac{3}{10}$	38
Cortland	33	28,837,185	9,475	285	3,043	11$\frac{7}{10}$	29
Delaware	16	17,006,250	4,830	371	3,520	13$\frac{3}{10}$	28$\frac{3}{4}$
Erie...	65	41,107,632	18,420	284	2,231	10$\frac{3}{10}$	39$\frac{3}{4}$
Fulton	2	877,500	235	117	3,724	10	...
Genessee	10	4,953,999	2,786	279	1,419	10$\frac{1}{2}$	26
Herkimer	99	159,125,256	35,661	362	4,462	9·98	43
Jefferson	41	59,192,826	17,030	416	3,475	10·17	46
Lewis	65	89,027,641	26,922	448	3,306	10	25$\frac{1}{2}$
Livingston ...	2	2,028,000	780	390	2,600	10	...
Montgomery ...	35	33,422,760	9,370	302	3,567	10·18	33
Madison	60	102,416,540	18,429	307	2,854	10·97	43$\frac{1}{10}$
Monroe	2	2,626,500	550	275	3,910	10	...
Niagara	2	2,145,000	650	325	3,900	10	...
Oneida	69	94,550,402	32,169	466	2,949	10·24	35
Onandaga	11	8,425,800	2,536	254	3,322	10$\frac{1}{10}$	34
Ontario	5	...	1,640	328	...	10	...
Orleans	2	1,644,300	366	183	4,492	10	25
Oswego	37	69,731,280	17,230	466	4,047	10	40
Otsego	45	25,576,604	14,063	335	1,818	11$\frac{1}{10}$	33$\frac{1}{2}$
St. Lawrence ...	80	94,901,559	39,766	497	2,383	10$\frac{9}{100}$	24$\frac{7}{10}$
Schenectady ...	1	270,000	90	90	3,000	10$\frac{1}{4}$	...
Schuyler	4	838,680	345	86	2,430	12	27
Seneca	1	720,000	100	100	3,200	10	25
Stenben	19	6,781,002	4,749	264	1,427	9$\frac{1}{2}$	...
Tioga	9	5,544,000	3,190	355	1,737	11$\frac{1}{2}$	23
Tompkins	5	6,552,000	1,725	345	3,218	10$\frac{3}{4}$	24
Wayne	4	1,101,600	1,085	271	1,015	10	...
Wyoming	57	55,115,334	19,215	337	2,868	10$\frac{1}{10}$	42
Yates	2	120,000	70	35	1,714	9$\frac{1}{2}$	...

There are within the State of New York more than 10 per cent. of the milch cows of the United States. The Report of the United States Commissioner of Agriculture, on January 1, 1889, states that there were then in the United States 15,298,625 cows, valued at 75,442,600*l.*, and in this State 1,552,373 milch cows, of the value of 9,465,750*l.*

The State Dairy Commissioner estimates that there are 82,400,000*l.* invested in the dairy business within this State, and the gross value of the dairy product in 1888 I estimate at 24,256,000*l.* This estimate is based upon information furnished in various shapes by the Commissioner.

In the year ending October 1, 1888, there were received in New York, 5,747,558 cans, 40 gallons each, milk; 119,194 cans of cream, 40 gallons each; and 75,183 cans of condensed milk, 40 gallons each. I have no statistics available to show exactly what of the above is the product of this State; but it is safe to say, by the statistics, as far as they go, of the railroads bringing it, that more than three-fourths can fairly be claimed for it.

Oleomargarine.

The Dairy Commissioner reports that no oleomargarine, or imitation butter, is now made in the State so far as he has been able to ascertain, and it is confidently believed none is made. Compared with the amount which has been sold in previous years, not very much is being sold within the State; some made in other States is being shipped into this State; and occasionally clandestinely sold in small quantities by dealers bold enough to make such sales, and take the chance of being found out and prosecuted.

Horse breeding.

Horse breeding is a progressive business in this State, and the number of horses on farms is constantly increasing. At the end of 1887 there were 674,018, and at the close of 1888, 680,758. The value has varied but little in the past few years; but prices are 25 per cent. higher than they were ten years ago. The average price is given by the United States Agricultural Department at 7*l.* for horses under one year; 12*l.* 6*s.* between one and two years; 17*l.* 2*s.* between two and three years; 21*l.* 15*s.* over three years; and 18*l.* 10*s.* the average of all ages.

New Jersey.

The product of the cereals, &c., of New Jersey in 1887 and 1888 is given in the following table:—

		1887.			1888.		
		Number of Acres in each Crop.	Quantity Produced.	Average Yield per Acre.	Number of Acres in each Crop	Quantity Produced.	Average Yield per Acre.
Wheat	Bushels ...	143,083	1,459,000	10·2	141,652	1,785,000	12·60
Indian corn ...	,, ...	346,866	10,406,000	30·0	350,335	11,351,000	32·40
Rye	,, ...	103,518	994,000	9·6	No statistics available.		
Oats	,, ...	138,830	3,221,000	23·2	140,218	3,688,000	26·30
Buckwheat ...	,, ...	36,084	426,000	11·8	No statistics available.		
Potatoes... ...	,, ...	41,301	2,767,000	67·0			
Hay	Tons ...	493,591	616,990	1·25			

The values of the different crops were estimated by the United States Department of Agriculture at—

Crops.	Year.	Value.
		£
Wheat	1888	404,480
Indian corn	,,	1,239,300
Oats	,,	273,500
Rye	1887	108,460
Buckwheat	,,	51,775
Potatoes	,,	416,400
Hay	,,	1,604,530

On January 1 of last year there were in the State 181,676 milch cows, which is a steadily increasing number. 7*l.* is given as the average value. Graded Jerseys, Alderneys, and Holsteins, are the favourite breeds for dairy purposes. Cows average about 3,500 lbs. milk, and give from 15*l.* to 18*l.* per cow. There are about 50 creameries in the State. Fattening cattle was at one time an important feature in the farming of the State, but competition from the West has almost entirely put an end to it.

Indian corn and oats are grown to advantage, and in some localities, where the demand for the straw is good, rye. In the counties near Philadelphia and this city, garden crops and small fruits are largely cultivated. In one county near to Philadelphia 20,000 out of 57,000 acres improved land are devoted to vegetables. Farmers complain greatly of the railroad charges for the carriage of fruit and milk; for the latter, 40 c. (1*s.* 9*d.*) per can of 40 quarts is charged whether the distance be 50 miles or 250 miles; this will probably be changed under the Inter-State Law.

The experiment station is of great use to the farmers of New Jersey. The farm connected with the station, and the laboratory built last year at a cost of 6,000*l.*, are both under able management, and furnish the information needed by the agriculturist.

Connecticut.

The product of cereals, etc., of Connecticut for the years 1887 and 1888 is given in the following table:—

		1887.			1888.		
		No. of acres in each crop.	Quantity produced.	Average yield per acre.	No. of acres in each crop.	Quantity produced.	Average yield per acre.
Wheat	Bushels	2,171	37,000	17·0	2,149	32,000	14·9
Indian corn	,,	58,140	1,977,000	34·0	56,977	1,778,000	31·2
Barley	,,	638	14,000	21·9	No statistics available.		
Oats	,,	39,417	1,088,000	23·3	39,811	1,055,000	26·4
Rye	,,	29,381	353,000	12·0			
Buckwheat	,,	10,974	117,000	10·7			
Tobacco	Lbs.	6,198	9,173,000	1480·0	No statistics available.		
Potatoes	Bushels	32,172	2,349,000	73·0			
Hay	Tons	574,649	632,114	1·1			

The values of the different crops were estimated by the United States Department of Agriculture at—

Crops.	Year.	Value.
		£
Wheat	1888	7,910
Indian corn	,,	238,073
Oats	,,	93,452
Barley	1887	1,961
Rye	,,	50,175
Buckwheat	,,	15,426
Tobacco	,,	270,220
Potatoes	,,	435,505
Hay	,,	1,914,167

There is a great deal of land in this State unoccupied. Farms with all requisite buildings and ready for occupancy, can be bought in many instances at much below the cost of the improvements; this is the result of the exodus from the north-eastern States to the west, where farming appears to offer greater attractions. Indian corn, oats, potatoes, tobacco, fruit and garden crops can be grown to advantage, but wheat and barley are not profitable crops. Dairy farming is on the increase, and will probably be in the future a much more important feature than it now is in the husbandry of the State. There are at present about 140,000 milch cows.

The State agricultural experiment station is in active operation and doing important work in giving practical information to the agriculturists.

Delaware.

The product of the cereals, &c., of Delaware for the years 1887 and 1888 is given in the following table:—

		1887.			1888.		
		Number of Acres in each Crop.	Quantity produced.	Average yield per Acre.	Number of Acres in each Crop.	Quantity produced.	Average yield per Acre.
Wheat	Bushels	94,790	929,000	9·8	94,790	1,194,000	12·6
Indian corn	,,	216,595	4,332,000	20·0	220,927	3,844,000	17·4
Oats	,,	21,623	458,000	21·2	21,839	450,000	20·6
Rye	,,	857	6,000	7·0	No statistics available.		
Potatoes	,,	4,224	283,000	67·0			
Hay	Tons	55,683	66,829	1·2			

The values of the different crops are estimated by the United States Department of Agriculture at—

Crops.	Year.	Value.
		£
Wheat	1888	245,695
Indian corn	,,	348,420
Oats	,,	32,445
Rye	1887	692
Potatoes	,,	30,800
Hay	,,	165,180

Rhode Island.

The product of the cereals, &c., of Rhode Island for the years 1887 and 1888 is given in the following table:—

		1887.			1888.		
		Number of Acres in each Crop.	Quantity produced.	Average yield per Acre.	Number of Acres in each Crop.	Quantity produced.	Average yield per Acre.
Indian corn ...	Bushels ...	12,946	414,000	32·0	12,558	382,000	30·4
Oats	,, ...	6,353	165,000	26·0	6,353	174,000	27·4
Rye	,, ...	1,345	14,000	10·4	No statistics available.		
Barley... ...	,, ...	840	19,000	22·6			
Potatoes ...	,, ...	6,688	522,000	78·0			
Hay	Tons ...	105,356	115,892	1·1			

The values of the different crops were estimated by the United States Department of Agriculture at—

Crops.	Year.	Value.
		£
Indian corn	1888	55,085
Oats	,,	15,771
Rye	1887	2,220
Barley	,,	2,818
Potatoes	,,	96,770
Hay	,,	399,905

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Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 2 | 90—H & S 799)

FOREIGN OFFICE.

1890.

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No. 648.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF THE CONSULAR DISTRICT OF BALTIMORE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 463.

Presented to both Houses of Parliament by Command of Her Majesty,
MARCH, 1890.

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No. 648.

Reference to previous Report, Annual Series No. 463.

UNITED STATES.

BALTIMORE.

Consul Segrave to the Marquis of Salisbury.

My Lord, *Baltimore, January* 29, 1889.

I HAVE the honour herewith to transmit to your Lordship Reports on the Trade and Commerce of Baltimore, Norfolk, and Richmond, for the year 1889.

I have, &c.
(Signed) W. F. SEGRAVE.

Report on the Trade and Commerce of Baltimore for the Year 1889.

Trade. The trade and commerce of Baltimore for 1889 have been more extensive and sound than might have been expected from the experience of the past year, though the improvement in business came almost entirely in the concluding six months.

There has been a general increase of business, which is the more gratifying, as the season has been marked by singular climatic disturbances, resulting in unexampled calamities from floods.

Bank clearances. The augmented Bank clearances, amounting to nearly 30,000,000 dol., are the best evidence of this prosperity.

Genera trade. Exports were larger during 1889 than in any year since 1880, and show an excess of over 17,000,000 dol. over those of the previous year, whilst the imports exceeded those of 1888 by over 3,000,000 dol.

Movement of corn. The most notable feature of the year's trade has been the heavy increase in the movement of corn (maize) through this port, due in a great measure to the reduction, by the railways, of freight charges to an average basis of 5 c. per 100 lbs. below that of wheat.

West of the Mississippi this difference has been in operation for years, but, in consequence of the preponderating influence of New York, holding direct communication by water with the West, it had never been imposed on the trunk lines from the Mississippi, eastwards.

The Baltimore and Ohio Railway having taken the initiative, the principle was forced upon the other lines, to the great advan-

tage, first, of the railways, and, secondly, to the Port of Baltimore itself.

Baltimore draws as naturally from the corn belt, as Duluth and New York do from the wheat fields of Dakota, and any system of transport which will cheapen the cost of bringing corn from Kansas and Nebraska to the seaboard, will prove of great advantage to the railways and to the seabord market.

Corn which costs from 12 c. to 15 c. a bushel at the place of production, requires from 22 c. to 25 c. per bushel to bring it to the sea. Should the difference in its favour, which is now maintained, be ultimately abolished, there is no doubt that the grain will be held back until the cheaper water carriage to Canada or New York will be open, and so allow of its being moved in that direction.

Trade capacity of Baltimore.

The tonnage of Baltimore exceeds that of any port in the United States, with the exception of New York and, perhaps, Philadelphia.

It is first in the trade of canned goods, fruit, vegetables, oysters, &c., which amounts in value to over 16,000,000 dol., and it manufactures, on an average, from 80,000,000 to 100,000,000 cans annually.

It possesses one of the largest leaf tobacco markets in the country, as well as an extensive business in manufactured tobacco.

Its imports of tin plate, coffee, and chemicals, are second only to those of New York.

Its commission business is to the value of from 250,000,000 dol. to 300,000,000 dol. annually, and the produce of its factories is estimated at the value of 140,000,000 dol. a year.

Harbour approaches.

Pressure is being put on the Federal authorities to improve the harbour approaches. Ocean freight is now almost exclusively carried in large steamships requiring a considerable depth of water, and the tendency is to increase their carrying capacity by building them still larger.

Only a year or two back, the greatest draught of any vessel then loading at Baltimore was 25 feet 8 inches. A new steamship of 6,000 tons capacity, and with a draught of 27 feet, has been recently added to one of the regular lines trading with this port, and others of like dimensions will shortly be added.

The opinion is strongly expressed that the commercial interests of Baltimore require that, in the near future, a depth of at least 28 feet, with a breadth of over 400 feet, should be secured for the channel which forms the approach to the harbour.

Disintegration of the grain trade.

On examining the statistics of the Department of Agriculture for the past year, it would appear that the export of flour from the four great Atlantic ports had exceeded the shipments of wheat by nearly 125 per cent., that is, assuming a barrel of the former to be equivalent to 4½ bushels of the latter. This substitution of flour for wheat is the result of economical causes. Of course, in the condition of flour, wheat can be conveyed over long distances by sea and land much more cheaply, and, moreover, divested of bran, screenings and dirt.

Under the new system, the necessities of the market have produced means suitable for the occasion.

The granting of bills of lading at the mill door establishes a title to the flour, which accompanies it upon its travels, and identifies it on arrival at its destination.

The brand of the miller guarantees its quality, and the carrier ensures its delivery. Thus the miller is master of the situation, and his flour finds its way into every village in England, and will continue to do so, so long as he treats his customers with common honesty, and they can depend on the quality of his stuff.

The beef and pork packers were at one time in possession of the English market, but lost it through their dishonest greed. At this moment their productions are absolutely excluded from many countries, and the American packer is supplanted by foreigners, who now control the business which was at one time almost exclusively American.

The large increase in wheat production all over the world has deprived the farmer of profitable markets.

The price of wheat has declined never again to be restored, and what competition there may be is only such as the miller creates.

Railway rates.

The farmer's main grievance is, however, against the railways, which exact rates of freight that deprive him of his legitimate profit, and make it perfectly indifferent to him, where his grain is marketed.

Sooner or later the State must either acquire or construct one grand trunk-line with a view to regulate the entire system. If such a line were substantially built and worked upon equitable rates, the relief would be speedy.

Its by-laws, regulations, and example would, as a matter of expediency, be imitated by the independent lines.

It would equalise prices and conditions of transport, and from the experience obtained in the management, the State would become closer in touch and sympathy with the vast agricultural interests of the nation.

It would put an end to "cutting," "rebates," and "discriminations," and secure permanent and undisturbed rates of freight.

Tanks for storage of food products.

A system is now under consideration by which the present method of storing grain will be completely revolutionised. Should it prove a success, the elevators now in general use will become obsolete, and every farmer will be supplied with a substitute by which he will be able to store his grain for years at little cost and no risk.

The inventor maintains that he can manufacture steel tanks of any required capacity, and at a cost averaging from 4 c. to 5 c., say 2*d.* to 2½*d.*, for each bushel of capacity, as against 40 c. to 50 c. now expended on wooden elevators. The steel tanks will be filled with grain by a simple process. When the tank is full, a percentage of air is exhausted and a quantity of carbonic acid gas admitted.

The valves are then closed and the grain will keep sound for

years. Having exhausted the oxygen there is no chance of fermentation, and, as a consequence, no decay or rot. At the same time, all animal life perishes and the grain is secure against the ravages of weevils, which are so destructive. With a tank costing 500 dol., the farmer has storage for 10,000 bushels, and can hold his crop against low prices until the market improves.

Fire cannot burn it, nor damp nor rain injure it.

The process by which the grain is manipulated is as simple as it is effective. It consists in an airtight receiver, leading from which is a large pipe so arranged as to be held over the grain in the receiver it is desired to unload. By means of a suction fan the air is exhausted in the receiver, and rushing to fill the vacuum is sufficient, it is said, to draw the grain into the pipe, through which it passes to the tank.

Should the process prove a success, it will most effectually put an end to the proceedings of those persons whose business appears to be the making of fictitious valuations of bread stuffs.

I subjoin Annex A, return of all shipping at the port of Baltimore; Annex B, return of exports and imports; Annex C, table showing value of all exports and imports.

Shipping: incompetent seamen.

The system under which seamen and firemen are now engaged and shipped on board foreign-going vessels requires the urgent consideration, not only of the administration, but of the ship-owners and underwriters as well.

As at present carried out, the latter have no security that seamen are physically competent to undertake the duties they contract to perform.

The halt and the lame, men suffering from loathsome diseases, as well as frequently those recently discharged from hospital in a condition of debility, are constantly being shipped as able seamen and firemen, with the result that a few days at sea completely knocks them up, and the ship has to be worked practically short-handed.

This, of course, entails expense on owners, and is too often a source of danger to the vessel itself.

No sooner does the ship arrive at the port of destination than these men are sent to hospital at the cost of the English tax-payer, and substitutes have to be engaged by the ship at often enhanced rates of wages.

To give some idea of the cost entailed upon the Imperial Exchequer, it may be stated that in this port the hospital expenses of these so-called seamen for the past quarter amounted to over 60*l.*, and this may be taken as a fair average expenditure.

The remedy for this unfortunate state of things appears to lie in some form of medical supervision.

Seamen proposing to engage in foreign-going ships should be compelled to submit to medical examination, and no seaman should be permitted to ship who was not provided with a medical certificate of soundness. In the greater ports, as London, Liverpool, Glasgow, a trifling fee would cover all the expense, and in

minor ports means might be easily devised to meet the expenditure. Even if the medical officer were appointed and paid by Government, there is no doubt that, in the long run, the arrangement would be found to be profitable and economical, as well to shipowners as to Government.

The increase in exports for 1889 over 1888 amounst to 17,239,262 dol., or about 3,000,000*l.*, and that of imports for the same period to 3,573,113 dol., or about 715,000*l.*

Flour. The receipts of flour at Baltimore during the past year are unparalleled, and the fact that the export is not in proportion shows, not only, the result of a short crop of fruit and vegetables, but also increased home consumption consequent on low prices.

Wheat. Receipts of wheat have been lower that in any year since 1876; this is, in the main, to be attributed to the failure of the crop east of the Alleghanies, and the short demand for export. The shipments, however, show in favourable contrast to the receipts, but all the same, the wheat trade has been disappointing.

Corn, maize. Receipts of corn have been larger than in any of the ten preceding years. The foreign shipments are proportionally high, and show where a market is to be found so soon as, through greater transportation facilities from the Southern States, the supply will be enormously increased.

The stock in the elevators at the close of the year was—

	Bushels.
Wheat	1,134,449
Corn	1,386,505
Oats	141,295

Cotton. The year's business in cotton has been, on the whole, satisfactory. It opened with cotton at $9\frac{1}{4}$ c. and $9\frac{7}{8}$ c.

These prices ruled until March, when there was an advance which continued until May, at which time the price was $11\frac{3}{8}$ c. There was a further advance of $\frac{1}{4}$ c. in August, which brought cotton up to $11\frac{5}{8}$ c., the highest price during the year.

The present year will show a further increase in the acreage under cotton, and which increase has been going on for the past seven or eight years. The average yield last season was $35\frac{1}{3}$ bales per acre, and it is anticipated that it will be still larger next season.

Lumber. The lumber trade has been doing well in the past year, and is at present in a very healthy condition, with better prices prevailing.

Good staves and walnut logs continue in demand, and at remunerative prices.

Tobacco. Low prices and unfavourable weather during the summer, caused the tobacco crop to be the smallest raised for the past 30 years. It was some 6,000 hogsheads less than the crop of 1888, and there was much which was deficient in colour. Owing, however, to the usual demand from France, and the indifferent prospects of the coming crop, the great proportion was disposed of, though at low prices. The better descriptions are now in good demand, with prices improving in consequence of their scarcity.

Canned goods. Prices for canned goods are much depressed, averaging 25 per cent. below previous years. To this, however, must be excepted peaches and oysters—the former in consequence of a short crop, and the latter as the take has been one-sixth less than in the previous year.

Oysters. Each succeeding year oysters are gathered of smaller size, and yielding less meat. They are as plentiful as ever, but are not permitted to mature. About 47,000,000 cans of fruit, vegetables, and oysters were filled during the year.

Cattle. The export of live stock shows a very large increase over that of former years, in a great measure owing to the facilities afforded by the growing capacity of the steam vessels engaged in the trade, many of which are now large enough to transport from 800 head to 1,200 head per trip.

The increase in the number of cattle exported from Baltimore in 1889 amounts to 35,000 head, considerably over the total export for 1888, which was only 23,400 head, and more than double that for 1887, which was only 16,527, showing that this business has increased over 350 per cent. during the past two years.

Evaporated apples. Attention was drawn in a former report to the process of preserving apples by evaporation, which, it is maintained, is the most successful manner of preserving the flavour and freshness of the fruit.

The very large extension in the export trade in this article, chiefly to the Continent, shows the success which has attended the business, and how much the fruit is appreciated by the foreign consumers.

In addition to the numerous articles enumerated in Annex B, may be mentioned, as exemplifying the diversified and varied nature of the trade of Baltimore, the following as examples:—Clothes' pins, organs and pianos, rubber coats, churns, sewing machines, washboards, buggies, clay pigeons, and safes.

Customs receipts. The total receipts of the customs from all sources during 1889 amounted to 3,049,113 dol., showing an increase over 1888 of 211,404 dol.

Emigration During the past year 171 steamships brought 29,429 immigrants to this port.

The following foreign nationalities were represented:—

England	480
Scotland	11
Ireland	210
British possessions	22
	723
Austria	2,272
Belgium	14
Bohemia	753
Bulgaria	1
Denmark	391
France	2
Germany	20,157
Hungary	538
Italy	2
Netherlands	5
Poland	12
Roumania	23
Russia	3,090
Sweden and Norway	365
Switzerland	19
	28,367

The balance was made up by American subjects.

Annex A.—RETURN of all Shipping at the Port of Baltimore in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	20	6,808	483	698,389	503	705,197
American (Foreign Trade only)	142	62,625	...	...	142	62,625
German	2	2,473	68	125,736	70	128,209
Italian	12	7,274	...	...	12	7,274
Swedish and Norwegian	3	1,392	7	3,573	10	4,965
Spanish	...	...	9	20,152	9	20,152
French	...	...	6	10,817	6	10,817
Austrian	1	793	...	...	1	793
Total for 1889	180	81,365	573	858,667	753	940,032
„ 1888	195	80,676	390	585,644	585	666,320
Increase in 1889	...	...	183	273,023	168	273,712

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	21	7,779	484	697,043	505	704,822
American (Foreign Trade only)	135	41,885	1	228	136	42,113
German	2	2,473	68	125,736	70	128,209
Italian	13	7,742	...	...	13	7,742
Swedish and Norwegian	3	1,392	7	3,573	10	4,965
Spanish	...	...	9	20,152	9	20,152
French	...	...	5	9,459	5	9,459
Austrian	1	793	...	...	1	793
Total for 1889	175	62,064	574	856,191	749	918,255
„ 1888	217	86,791	387	579,724	604	666,515
Increase in 1889	...	...	187	276,467	145	261,740

Annex B.—Return of Principal Articles of Export from Baltimore for 1889.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
Bread Stuffs—					
Wheat	Bushels	4,507,165		4,161,129	
Flour	Barrels	2,332,805		2,417,874	
Corn (maize)	Bushels	16,617,177		4,419,977	
Cornmeal	Barrels	6,332		1,395	
Oats	Bushels	131,999		5,670	
Oatmeal	Pounds	3,729,559		394,200	
Provisions—					
Beef, canned and salt	,,	32,038,944		15,874,000	
Bacon	,,	4,809,319		1,530,105	
Hams	,,	1,592,388		818,942	
Pork	,,	3,186,624		1,886,406	
Cheese	,,	435,086		9,261	
Lard	,,	34,868,112		20,335,791	
Canned goods	Cases	404,277		164,888	
Oils—					
Petroleum	Gallons	8,633,508		7,224,751	
Lubricating	,,	483,432		334,761	
Cotton seed	,,	169,707		20,600	
Lard oil	,,	141,861		...	
Lumber	Feet	25,427,000		11,883,000	
Staves	Number	3,354,000		2,065,000	
Cotton	Bales	170,110		175,884	
Cloths	Square yards	147,933		132,085	
Apples, dried and evaporated	Pounds	6,683,790		1,496,874	
Tobacco—					
Leaf	,,	57,194,668		40,150,142	
Stems	,,	6,152,012		5,142,590	
Cigars	Number	501,000		40,000	
Tallow	Pounds	13,237,823		6,611,807	
Seeds	Bushels	7,712,777		9,238,365	
Starch	Pounds	4,833,900		2,184,860	
Oil cake	,,	51,097,665		32,847,106	
Rosin	Barrels	57,858		32,847	
Leather	Pounds	363,491		131,606	
Copper matte	Tons	27,790		16,600	
Cattle	Head	59,357		23,286	

Total Value of Exports for 1889, 61,131,509 dol.

Total Value of Exports for 1888, 44,892,247 dol.

RETURN of Principal Articles of Import into Baltimore for 1889.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
Metals—					
Iron ore	Tons	273,250		119,573	
Pig iron	,,	20,589		10,007	
Bar iron	,,	900		271,331	
Steel hoops	Pounds	114,275		345,352	
,, ingots	,,	10,640,102		10,851,475	
Tin plate	,,	116,223,306		108,916,294	
Chemicals—					
Lime, chlorate of	,,	2,219,211		3,555,091	
Potash, muriate	,,	11,132,726		10,950,985	
Soda, nitrate	,,	12,563,176		10,697,491	
Sulphur	Tons	17,711		15,827	
Guano	,,	6,290		3,791	
Soda, ash	Pounds	67,862,281		57,547,915	
Soda, caustic	,,	1,540,960		2,300,000	
,, all others	,,	13,211,553		16,454,977	
Fruit—					
Cocoa nuts	Number	1,979,000		2,013,000	
Bananas	Bunches	386,615		313,743	
Pine apples	Dozen	286,271		337,630	
Oranges	Boxes	22,490		19,026	
Lemons	,,	11,836		10,288	
Coffee	Pounds	40,728,243		27,666,484	
Rice	,,	96,120		1,189,570	
,, granulated	,,	6,489,350		8,438,660	
Salt	,,	35,275,461		58,786,909	
Cement	Barrels	51,637		16,193	
Textiles—					
Cotton cloth	Square yards	62,395		75,418	
Woollen ,,	,,	104,001		125,943	
,, dress goods	,,	525,080		410,184	
Asphalt	Pounds	4,193,280		3,528,000	
Licorice	,,	2,219,211		3,555,094	
Whiskey	Barrels	13,908		22,119	
Linseed	Bags	147,287		...	
Fire bricks	Casks	4,743		...	
,, ,,	Number	717,000		...	

Total Value of Imports for 1889, 15,435,375 dol.

Total Value of Imports for 1888, 11,862,262 dol.

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported into Baltimore, U.S.A., to and from Foreign Countries during the Years 1888–89.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain	8,400,000	6,100,000	1,800,000	1,850,000
Germany	1,000,000	1,500,000	250,000	80,000
Brazil	500,000	300,000	600,000	325,000
Holland	600,000	250,000	..	..
France	1,000,000	550,000	..	..
Belgium	500,000	300,000	40,000	20,000
Cuba	20,000	30,000	100,000	50,000
Italy	50,000	100,000	100,000	55,000
Spain	..	..	115,000	50,000
Algeria	..	..	50,000	..
Denmark	40,000	..	..	..
Sweden	20,000	..	..	..
Argentine Republic	75,000	..	..	..
Other countries	21,302	145,257	32,075	20,880
Total	12,226,302	9,275,257	3,087,075	2,450,880

NORFOLK.

Harbour of Norfolk.

The favourable location and natural advantages of this port are attracting general attention. The harbour is within 30 miles of the Atlantic Ocean, always open and free from ice, with 26 to 28 feet of water in its approaches.

Railway connection.

There is a concentration of six great lines of railways, which in the last few years have made this their deep-water terminus. Two of these railways have, within the last year, extended their rails to this port, while the others have been building extensions and perfecting through connections, until they cover the country north-west to Chicago and St. Louis, west to Memphis and Kansas city, and south to Mobile and New Orleans, and all intermediate points, making the railway transportation of this port second to none in the country.

Steamship lines.

Coastwise the port is connected with Boston, New York, Philadelphia, Baltimore, Washington and Richmond, by lines of first-class passenger and freight steamers.

These railway and steamship lines, in connection with the natural advantages of this port, and the soil and climate of the adjacent country, promise to make it one of the most important ports on the Atlantic seaboard.

The comparative statements submitted herewith show the marked increase in shipping and general business.

Shipping.

The total number of vessels entered in 1889 has been 317, with an aggregate of 401,404 tons, against, in 1888, a total of 244 vessels, aggregating 283,506 tons, showing increase in favour of 1889: 73 vessels, 117,898 tons.

General business.

A comparative statement shows increase in nearly all staple commodities handled; especial attention is called to cotton, during season ending August 31, 1888, 500,308 bales; season ending August 31, 1889, 506,171 bales.

Cotton.

Logs and lumber.

Logs and lumber in 1888, 244,262,817 feet; in 1889, 309,093,594 feet; increase in 1889, 64,380,777 feet.

Meat.

Meats, in 1888, 4,720,100 lbs.; against, in 1889, 9,158,120 lbs.; increase, 5,438,020 lbs.

Coal.

Attention is called to the statement of development of the coal trade, as of special interest to British steamship owners, because it has been only four years since it was opened by the extension of the Norfolk and Western Railway Company, to the coal mines of south-west Virginia. Since that time it has been demonstrated that the Pocahontas coal is a first-class steaming coal, and inexhaustible in quantity, and it has made this one of the most important and popular coaling stations in this country. The quantity

Coaling port.

shipped from here has been in—

Years.	Tons.
1886	504,153
1887	661,522
1888	883,759
1889	1,013,214

The census for 1880 shows within the city limits 22,000; a census just completed shows 33,000 within the city limits, while with Portsmouth on the opposite side of the Elizabeth river, and the villages adjacent to Norfolk, there is concentrated here a population of 60,000, which is increasing in about the same ratio as shown above between 1880 and 1889 within the city. Population.

TABLE showing the movement of Shipping at this port, without including the coasting trade in American vessels; and the return as to these vessels represents the entries and clearances to and from foreign ports only:—

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	1,547	289	378,450	293	379,999
American	7	3,284	...	...	7	3,284
German	3	1,552	2	3,059	5	4,611
Spanish	...	...	7	10,453	7	10,453
Italian	3	1,695	...	...	3	1,695
Norwegian	...	...	1	450	1	450
Portuguese	...	...	1	914	1	914
Total	17	8,078	300	393,326	317	401,404

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	6	3,046	285	360,654	291	363,700
American	34	13,690	1	392	35	14,082
German	3	1,552	2	3,059	5	4,611
Spanish	...	...	7	10,453	7	10,453
Italian	3	1,695	...	...	3	1,695
Norwegian	...	...	1	450	1	450
Portuguese	...	...	1	914	1	914
Total	46	19,983	297	375,922	343	395,905

Trade and commerce.

TABLE showing the Principal Articles of Export and Import at this Port during the past Year, value calculated at 5 dol. to the 1*l*.

EXPORTS.

Articles.		Quantity.	Value.
Cotton	Bales	244,182	Total Value of Exports, 2,561,171*l.* 2*s.*
Coal	Tons	84,390	
Bark	Bags	13,637	
Grain	Bushels	30,795	
Staves and heading	Pieces	5,253,241	
„ „	Cars	15	
Factory sweepings	Bales	200	
Cattle	Head	607	
Rosin	Barrels	1,820	
Bridge iron	Pieces	92	
Flour	Sacks	2,200	
Tobacco	Shapes	3	
„	Packages	1	
„	Hogsheads	1,140	
„	Tierces	96	
Turpentine	Barrels	1,000	
Silver-plated ware	Boxes	1	
Furniture	Pieces	26	
Dry goods	„	23	
Coffee	Bags	12	
Shuttle blocks	Crates	217	
Treenails	Pieces	19,537	
Persimmon and dogwood	„	49,334	
„ „	Tons	791	
Logs, oak, walnut, &c.		3,272	
„ „ „ „	Tons	101	
Plank, oak, poplar, &c.	Pieces	267,322	
„ „ „ „	Tons	1,746	
Spokes, hickory, &c.		61,107	
Walnut blocks		2,395	
Hoops	Bundles	1,900	
Hornbean	Pieces	380	
Miscellaneous lumber		9	

IMPORTS.

Articles.		Quantity.	Value.
Guano	Tons	1,946	Total Value of Imports, 36,178*l.*
Salt	Sacks	52,772	
„	Tons	2,253	
Kainit	„	2,500	
Manure salt	„	1,496	
Phosphate earth	„	400	
Cotton ties	Bundles	17,600	
Whale oil	Casks	18	
Wine	Octaves	37	
„	Casks	15	
„	Barrels	15	
Olives	Casks	4	
Bisque ware			
Personal effects			

COMPARATIVE Statement of Coal delivered at Lambert's Point Pier and Local at Norfolk during the Years 1886–89.

Year.	Nationality.	Steamers.	Bunkers.	Cargo and Bunkers.	Total Steamers.	Ships, Barks, &c.	Ocean Tugs and Barges.	Schooners.	Total Vessels.	Foreign.	Coast-wise.	Steamers.	Ocean Tugs.	Local.	Total.
										Tons.	Tons.	Tons.	Tons.	Tons.	Total.
1886	British ..	80	84	1	85	33	..	564	682	15,983	409,089	21,158	..	57,923	504,153
	Spanish ..	4													
	Norwegian..	1													
1887	British ..	125	157	..	157	28	..	741	926	14,779	552,598	37,982	..	56,163	661,522
	Spanish ..	12													
	American ..	8													
	Norwegian..	6													
	German ..	6													
1888	British ..	142	146	13	159	20	126	761	1,066	32,271	742,950	42,051	3,506	62,981	883,759
	Spanish ..	10													
	American ..	3													
	German ..	3													
	Italian ..	1													
1889	British ..	231	228	29	257	9	375	506	1,147	23,932	841,378	70,015	7,203	70,686	1,013,214
	Spanish ..	5													
	American ..	17													
	German ..	3													
	Norwegian..	1													

COMPARATIVE Statement of the Receipts of Merchandise at this Port for 1888–89.

Articles.		1888.	1889.
Cotton (season ending August 31)	Bales ..	500,308	506,171
Lumber	Feet ..	138,625,263	205,727,463
Logs	„ ..	105,637,554	103,366,131
Staves	M	5,843,966	9,076,153
Shingles	M	30,914,540	52,690,985
R. R. Ties	M	185,173	243,687
Hay	Tons ..	7,709	12,648
Corn	Bushels ..	736,858	219,401
Oats	„ ..	247,970	272,397
Meal	„ ..	183,924	239,995
Rice	„ ..	6,168	19,370
Bran	„ ..	103,442	153,158
Rye	„ ..	1,181	6,248
Wheat	„ ..	138,338	20,029
Peanuts	Bags ..	289,162	175,964
Coffee	„ ..	10,248	9,671
Sugar	Barrels ..	30,154	28,565
Molasses, &c.	„ ..	5,995	6,588
Cheese	Boxes ..	14,168	14,184
Butter	Tubs ..	20,185	20,081
Flour	Barrels ..	181,798	191,400
„	Bags ..	2,800	59,893
Pork	Barrels ..	11,080	13,587
Beef	„ ..	900	1,049
Fish	„ ..	17,121	19,533
„	Boxes ..	6,818	6,829
Meat	Pounds ..	4,720,100	9,158,120
„	Tierces ..	1,071	618
„	Barrels ..	4,703	7,702
„	Boxes ..	14,036	14,496
Lard	Tierces ..	6,391	4,998
„	Cases ..	20,197	17,470
„	Tubs ..	565	551
Oil, coal	Barrels ..	40,853	28,977
Oil, cotton seed	„ ..	5,799	29,970
Cotton seed meal	Bushels ..	61,530	8,330
Fertilizers	Tons ..	3,411	4,780
Hides	Packages ..	20,657	23,574
Horses and mules	Head ..	922	1,501
Hogs and sheep	„ ..	21,230	6,811
Cattle	„ ..	2,949	7,343
Naval stores	Barrels ..	14,198	22,375
Potatoes	„ ..	75,949	65,894
Truck	„ ..	17,069	51,888
„	Boxes ..	2,193	56,147
Eggs	Barrels ..	25,664	12,464
„	Crates ..	5,555	5,954
Salt	Sacks ..	141,083	105,459
Coal, Pocahontas	Tons ..	938,369	1,020,508
Pig iron	„ ..	38,545	89,265
Iron ore	„ ..	727	1,266
Coke	„ ..	168	966
Tobacco leaf	Hhds. ..	13,119	21,003
„	Tierces ..	1,191	2,681
„	Cases ..	601	1,694
„ manufactured	Packages ..	229,538	112,431

RICHMOND.

Shipping and navigation.

There has been a great increase in the number of British steamers at this port during the year, coming here to load with cotton in ballast from United States ports, having landed their cargoes there, and are included as entered foreign.

The following table shows the movement of shipping at this port, without including the coasting trade in American vessels, and the return as to these vessels represents the entries and clearances to and from foreign ports only.

RETURN of all Shipping at the Port of Richmond in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	7	1,379	39	61,973	46	63,352
American	9	4,701	...	...	9	4,701
Swedish	3	695	...	...	3	695
German	5	969	...	...	5	969
Portuguese... ...	1	224	...	...	1	224
Brazilian	1	200	...	...	1	200
Spanish	...	...	2	2,587	2	2,587
Total	26	8,168	41	64,560	67	72,728
,, for the preceding year...	25	8,638	24	36,980	49	45,618

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	7	1,379	38	60,354	45	61,733
American	9	4,701	...	...	9	4,701
Swedish	3	695	...	...	3	695
German	5	969	...	...	5	969
Portuguese... ...	1	224	...	...	1	224
Brazilian	1	200	...	...	1	200
Spanish	...	...	2	2,587	2	2,587
Total	26	8,168	40	62,941	66	71,109
,, for the preceding year...	29	10,432	29	45,834	58	55,766

Trade and commerce.

RETURN of the Principal Articles of Export from Richmond during the Years 1888 and 1889, calculated at 5 dol. per 1*l.*

EXPORTS.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
Cotton	Bales ...	204,975		176,807	
Flour	Barrels ...	89,607		76,701	
Lard	Pounds ...	1,500		10,450	
Cattle	Heads ...	992	Total Value	...	Total Value
Staves	Pieces ...	1,500	of Exports,	...	of Exports,
Machinery	Boxes ...	4	2,023,456*l.*	...	1,786,246*l.*
Sundries	...	...		...	
Tobacco	Pounds ...	2,806		61,231	

IMPORTS.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
Salt	Tons	300		...	
,,	Sacks	6,761		16,531	
Guano	Tons	786		2,000	
Plaster	,,	21		1,796	
Wine	Gallons	1,033	Total Value of Imports, 7,396*l.*	...	Total Value of Imports, 9,241*l.*
Woollens	Cases	4		...	
Fish	Barrels or Boxes	237		1,692	
Seeds	Packages	200		...	

Stock of grain in elevator, December 31, 1889, was 47,072 bushels of wheat, 3,433 maize, 9,646 bushels oats, 2,047 bushels rye. No wheat or maize was exported during the year. Exports of flour were almost entirely to South America.

Population and industries. General business.

The year opened with a bright prospect for all branches of trade and industries, but the long continued rains and floods contributed much to diminish the expectations then entertained of increasing prosperity. However, the result of the year's business has been on the whole satisfactory.

Iron industries.

There are in this city 24 establishments engaged in the manufacture of iron in every way; in the manufacture of locomotive engines and railroad supplies, &c., employing 3,438 hands, with a capital of 2,348,500 dol.

Tobacco.

There are about 120 factories engaged in the manufacture of tobacco, for chewing and smoking as cigars and cigarettes, one concern alone turning out 2,000,000 cigarettes per day.

The tobacco trade employs 7,409 hands; capital engaged in the tobacco business estimated at 3,367,000 dol.

Flour.

Three large flour mills employ 224 hands; have not been working to full capacity this year.

The estimated number of manufactories of all kinds in Richmond is 724, employing about 21,000 hands, and a capital engaged of 13,429,000 dol.

Building.

Building has been active during the year, especially of small houses in the suburbs; probably 500 new houses have been erected in the city and beyond the corporate line.

Population.

The population of Richmond is estimated with the suburbs at 100,000 inhabitants, of which probably 40,000 are coloured.

Vital statistics. Mortality.

The deaths, reported by the President of the Board of Health, were 1,869, of which 838 were white, and 1,031 coloured. Average mortality of whole population 18·69 per 1,000. Average mortality of white population 13·17 per 1,000. Average mortality of coloured population 23·43 per thousand.

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FOREIGN OFFICE.

1890.

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DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF THE CONSULAR DISTRICT OF NEW ORLEANS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 465.

Presented to both Houses of Parliament by Command of Her Majesty,
MARCH, 1890.

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BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

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No. 649.

Reference to previous Report, Annual Series No. 465.

UNITED STATES.

NEW ORLEANS.

Consul De Fonblanque to the Marquis of Salisbury.

My Lord, *February* 1, 1890.

I HAVE the honour to enclose herewith my Annual Trade Reports for this Consular District for the year 1889.

I have, &c.

(Signed) A. DE G. DE FONBLANQUE.

Trade Report, 1889.

General remarks.

During the past commercial year, the great industrial development throughout the States forming this Consular district has continued to show an ever-increasing activity, especially in the territory directly tributary, in a commercial sense, to New Orleans. A great deal of new southern territory has been opened up; the furnaces of Alabama are selling every ton of iron that they can make; the consumption of crude and finished iron, of cheap dry goods, and of shop and mill products, generally, is growing with amazing rapidity. The case recently of a southern town, of a few thousand inhabitants, which raised 500,000 dol. towards the erection of a cotton mill in its midst, is an evidence that the south is growing wealthy, and needs only the co-operation of northern and foreign capital to develop its great latent powers.

Iron.

Progress in the south.

The most rapid strides of progress in the south are in the territory directly tributary, in a commercial way, to New Orleans, which is the most accessible of all the Gulf ports, and the one offering the best conveniences for the trade. She is the principal American shipping point for cotton, and the chief staples of husbandry in the States, where her influence predominates. The sugar production in Louisiana and in the contiguous districts of Texas, and the rice crop of the State—an average annually increasing—give her a trade with every leading domestic market.

Manufactures in New Orleans.

The manufactures of New Orleans, which, when I took charge of its Consulate in 1872, were hardly worth comment, are now said to employ 24,000 male and female hands, and to produce goods valued at 40,000,000 dol.

If the purchase of non-necessaries be a token of prosperity—and it is generally understood to be so—then never in my memory has this city been so prosperous, for the purchase of Christmas and New Year's gifts exceeds that of former years in a very marked degree.

Defalcation of State treasurer.

The only serious drawback has been the defalcation of the State treasurer—an official so honoured and trusted that, when the Constitution was amended in a manner to oust the Governor, the treasurer was retained in office by a special enactment. The character and amount of bonds fraudulently issued is as follows:—

Fraudulent issue of bonds.

	Dollars.
Mechanical and Agricultural College bonds	196,200
Seminary bonds	82,200
Consolidated bonds exchanged, and not destroyed ..	25,200
Constitutional bonds illegally issued	70,000
Baby bonds illegally issued	420,000
Total	793,600

It is probable that this is a correct statement, and that the worst is known respecting all the securities named, chiefly the "Baby bonds;" but, as the absconder has the plates of these in his possession, it is possible that he has used them abroad, and that further illicit issues have been made, and are to be accounted for.

Liability of the State.

The question whether the State can be held responsible by innocent holders for value of the stolen bonds, or whether the former can demand their return and repayment of the interest paid on coupons, is *sub judice*.

The fraud.

The history of this fraud is a simple one. The ex-treasurer had absolute control of his department for nearly 10 years, and at the end of this prolonged term a committee of experts certified that his accounts were in exceptionally perfect order. But in the meantime the political section of the Democratic party, to which the ex-treasurer belonged, had been defeated. The treasury passed into new, and perhaps hostile, hands. Suspicions were aroused, and an inquiry by a grand jury elicited the fact that bonds, which under an Act of the Legislature were to have been converted into others and destroyed, had been preserved after such conversion and re-issued. As to the "Baby bonds," they appeared to have been disposed of by their custodian as though they were his own property. These disclosures paralysed for a time all dealings in State securities. No one knew whether the bonds he held were good or not. No bank was certain as to the value of the security it held, but when the numbers and designations of the illegal issues were published confidence was restored, and the regular State bonds are now quoted at better than normal rates.

Confidence restored.

The following is from the annual report of the Stock Exchange. There has been a marked advance in the bidding prices of nearly all the securities on the list from December 10, 1888, to December 9, 1889, as follows:—

Report of Stock Exchange.

Louisiana 4*s*., from $90\frac{1}{4}$ to 94, $3\frac{3}{4}$ points; premium bonds, from $139\frac{1}{2}$ to $145\frac{1}{4}$, $5\frac{3}{4}$ points; City 5*s*., from $98\frac{1}{4}$ to 102, $3\frac{3}{4}$ points. Other city bonds have varied but little. Bank, insurance, and

street railroads stocks, by the last official quotations prior to the annual meetings of December 1888 and December 1889, have advanced as follows: Bank of Commerce, from 8⅝ to 10⅞, 2 dol. 25 c. per share; Canal Bank, from 147 dol. 75 c. to 167 dol. 50 c., 19 dol. 75 c. per share; Germania National Bank, from 185 dol. to 202 dol. 50 c., 17 dol. 50 c. per share; Germania Savings Bank, from 165 dol. to 170 dol., 5 dol. per share; Hibernia National Bank, from 157 dol. to 168 dol., 11 dol. per share; Louisiana National Bank, from 157 dol. to 186 dol., 29 dol. per share; Metropolitan Bank, from 123 dol. 75 c. to 151 dol., 27 dol. 25 c. per share; Mutual National Bank, from 131 dol. to 138 dol., 7 dol. per share; New Orleans National Bank, from 560 dol. to 608 dol., 48 dol. per share; People's National Bank, from 74 dol. 50 c. to 88 dol. 25 c., 13 dol. 75 c. per share; State National Bank, from 109 dol. to 131 dol., 22 dol. per share; Union National Bank, from 126 dol. to 143 dol. 75 c., 17 dol. 75 c. per share; Whitney National Bank, from 210 dol. to 245 dol., 35 dol. per share: an average advance for 12 months of 18 dol. 66 c. per share. Market price of stocks. Bank.

Insurance stocks have not appreciated to the same extent. New Orleans Insurance Company and Lafayette Company remain the same, while Hibernia has decreased 24 dol. per share; but still the average increase has been 3 dol. 68 c. per share, including these:—Crescent, from 48 dol. to 50 dol. 50 c., 2 dol. 50 c. per share; Firemen's, from 53 dol. to 63 dol., 10 dol. per share; Germania, from 118 dol. to 119 dol. 50 c., 1 dol. 50 c. per share; Home, from 90 dol. to 96 dol., 6 dol. per share; Merchants', from 57 dol. to 65 dol. 50 c., 8 dol. 50 c. per share; Merchants and Traders', from 115 dol. to 123 dol., 8 dol. per share: New Orleans Insurance Association, from 18 dol. 50 c. to 27 dol. 37½ c., 8 dol. 87½ c. per share; Sun, from 123 dol. to 127 dol. 50 c., 4 dol. 50 c. per share; Southern, from 84 dol. to 99 dol. 50 c., 15 dol. 50 c. per share; Teutonia, from 123 dol. 50 c. to 130 dol., 6 dol. 50c. per share. Insurance stocks.

Street railroads have all advanced: Carrollton, from 88 dol. to 111 dol. 75 c., 23 dol. 75 c. per share; Crescent City, from 68 dol. 75 c. to 92 dol. 25 c., 23 dol. 50 c. per share; Canal and Claiborne, from 18 dol. 75 c. to 23 dol. 50 c., 4 dol. 75 c. per share; New Orleans City and Lake, from 108 dol. 50 c. to 115 dol. 75 c., 7 dol. 25 c. per share; Orleans, from 63 dol. 50 c. to 68 dol. 75 c., 5 dol. 25 c. per share: St. Charles Street, from 67 dol. 75 c. to 80 dol. 75 c., 13 dol. per share: averaging 14 dol. 58 c. per share. Street railway stocks.

The following stocks have also advanced: Slaughter House, from 40 dol. 62½ c. to 52 dol. 37½ c., 11 dol. 75 c. per share; New Orleans Gas Light, from 94 dol. 87½ c. to 102 dol. 62½ c., 7 dol. 75 c. per share: New Orleans Waterworks, from 63 dol. to 87 dol., 24 dol. per share; Standard Guano, from 127 dol. 50 c. to 185 dol. 57 c., 50 dol. per share.

This also seems to show confidence and prosperity.

The question of "bagging" for covering cotton bales has been Cotton.

fully discussed during the last 12 months, but without result. The New Orleans Cotton Exchange, and some other exchanges in the south, voted to adopt the Odenheimer cotton bagging, weighing 12 ozs. to the yard, as a substitute for jute, but the Liverpool Exchange declined to adopt the proposition. It seems difficult to induce all parties interested to agree upon an universal tare in weighing the bales.

Cotton bagging.

I believe that some time last year Liverpool agreed to make the tare on cotton, like that on sugar and other articles, actual tare, and that a resolution to this effect was posted, but became a dead letter. This inconvenience of making a separate calculation on every bale of a 6,000,000 crop is obvious, but then it is equally clear that neither farmer nor factor can reasonably be expected to make the spinner a present of 12 lbs. of cotton in every 500, which is about what he would do if he accepted jute tare for the lighter covered bale. The Jute Bagging Trust, whose dissolution was expected in January, survives, and has lowered its prices, but not improved the quality of its goods. I have seen more half-exposed, ragged, and torn bales this year than ever before. To this imperfect protection I attribute in some degree the fires in cotton ships, and in cargoes discharged from them, which have again become unpleasantly frequent.

Tare.

The Jute Bagging Trust.

The maritime journal called "Fairplay" is responsible for a correspondent who writes on this subject:—"Speaking to a gentleman who had lived in an American port for some years, he expressed his opinion that most of these fires were incendiary, or that if the cotton was not actually set on fire, some substance was placed with it in the hope that a fire might break out whilst the ship was loading, in order that the cotton would have to be picked and repacked at the port. This seems a miserable state of things, but my informant is a firm believer that it exists. He has seen hundreds of times cigarettes smoked on quay, on deck, and even in holds, whilst the last few bales were being stowed."

Fires in cotton ships.

The American port, of which this is written, cannot be New Orleans, for here smoking is strictly prohibited in or about a cotton-loaded ship; but, as I have before observed in these reports, the unprotected state in which bales are left on the levees, subject to sparks from passing tug boats, steamers, locomotive engines, and disordered electric lights with broken glasses, makes it a matter of wonder to me that any ship lands a cotton cargo in safety. These dangers would in my judgment be materially diminished if the bales were packed in a more closely-woven fabric, and less carelessly compressed. With regard to the insinuation of incendiarism, it is a curious coincidence that almost all the fires break out in the forehold. In one case (the s.s. "Ayrshire") I found a defective coal shoot leading down the forehold into the stoke hole, and through which sparks might have found their way into the cotton stowed in the former; but with this exception I know of no reason why the fore part of a ship should be more liable to accident, or crime, than the after portion, but many which tend to a contrary conclusion. I have held naval courts to

Levee dangers.

investigate the cause of these fires. I do not find that any serious attempts are made by underwriters to get at the facts of the case, at a time when they might betray the origin of the catastrophe. I think that if, immediately after the fire is put out, the holds were sealed and no one permitted to touch their remaining contents, until a thorough examination by competent persons was held, we should know more than we do at present. This is done with house fires, and frequently with useful results; but a ship must be got ready for sea again in hot haste, and if a Consular inquiry be held there is nothing but oral evidence available at the time when it can be commenced.

No sufficient investigation.

Owing to causes which I need not here inquire into, the negroes are leaving some districts of the South in large numbers; and, as I write, a report comes from Charleston that 4,000 have left the state of South Carolina in one week, and that this emigration is said to be going on at the rate of 1,000 a day.

Negro exodus.

From its political point of view this subject can have no place in a commercial report, but it has its economical side, and from this the question comes: Can the South do without negro labour? I venture to think, after careful consideration of all that has been advanced to the contrary, that the States which form this Consular district cannot. I know that a large portion of Texas is settled and cultivated by white labour, and that a number of persons whose opinion is entitled to respect consider that Louisiana, Mississippi, Florida, and Alabama might be colonised in like manner, but I am afraid that due consideration has not been given to differences of climate, of soil, and especially of race in those amongst whom the new comers would have to make their homes and fortunes. The German immigrants who have been successful in Texas found not only a virgin soil, but an unclouded political and social atmosphere. They disturbed no vested interests, they had no prejudices to encounter, or hostile organisations to defeat. The older States, now in question, though sparsely populated, contain a number of persons whose watch-word appears to be rule or ruin. These, linked together by family ties, a common prejudice, and love of ease, are not likely to look on approvingly at a movement which might impair their influence, and impel them to unaccustomed personal exertion.

The race question.

Prospects of white labour.

A foretaste of what might happen to successful foreign farmers has lately been felt by successful Hebrew trades in Delhi and East Carrol (Louisiana), where an organisation has taken action against what they deem obnoxious storekeepers. Finding that they are stronger than the law (for nothing beyond resolutions have been passed against them), their next movement might be against foreign farmers who were too thrifty, or foreign labourers who worked too well; so that, as matters stand, I do not think there is encouragement for white immigrants either from other States or abroad.

Outrages on Hebrews.

Annex A contains a return of shipping—British and foreign—at this port during the year 1889. As compared with that for 1888 it shows an increase of 87 in the number of British ships

Shipping.

(entered), and of 138,563 in tonnage, and an increase of 61 ships (cleared), and of 107,817 in tonnage. The grand totals for the two years are :—

ENTERED.

	Ships.	Tonnage.
1888	974	1,194,678
1889	1,149	1,329,150

CLEARED.

	Ships.	Tonnage.
1888	969	1,109,164
1889	1,069	1,289,346

Seamen.

Of late years I have observed, with regret, a spirit of antagonism growing up between masters and their crews. It would seem as though either side started with a preconcerted intention of being as disagreeable as possible. For this I find (at least) two reasons: the manner in which seamen are robbed and maltreated by the crimps, and the isolation of masters owing to the introduction of steam. In former times the master was constantly brought into touch with his men. He saw them at their work, distinguished smart seamen from skulkers, and was in turn appreciated; so that Captain A. could always have his pick and choice of good men, whilst Captain B. would be obliged to put up with a mob of "branch combers." On regular lines, where a bonus is given for continuous service, something of the old spirit prevails, but in the general ship—or, as it is called, the "Tramp." —whose crew are hustled on board at the last moment by the crimps (often under circumstances which would justify prosecution by the Society for the Prevention of Cruelty to Animals, if hogs were being laden), the sailors start with a grievance, and not sufficient logic to place it where it belongs. Deep down amidships throbs the power which sends the ship on her way. Shut in his cabin or enthroned on the bridge, the captain becomes an abstraction. Little seamanship is required for the light sails and straight courses of his ship. His firemen and trimmers are far from him. His sailors have become mere washers of decks and scrubbers of paint. The interest and mutual respect which arise out of work done in common does not exist, and the antagonism which, I regret, has gradually crept in—so also has the strike.

Causes of discontent.

As it is now clear that sailors and firemen can combine, it would be well if owners and their masters were to look around for the causes of discontent and misconduct, and set a good example by removing them.

Pay of sailors.

Whether the pay of sailors and firemen is fair, as compared with that of other equally skilled labourers, is a question into which I do not propose to enter; but my experience in this port teaches me that the better they are paid the better they behave, and the less they cost the ship in the long-run. When wages out of Liverpool were raised desertions diminished. The man had made something, and desired to keep it. The higher rate of pay which ruled here would not compensate him for the loss. The extra 1*l.* 10*s.* for, say, two months, was more than saved to the owners, because the expense of replacing a deserter (from first to last) for one month is at least 4*l.*

Low pay—high rate of desertions.

Rations.

There is a wide field of improvement in the stores put on board a British ship for the use of the crew, and in the manner of their preparation for food. The truth of the old proverb, which defines the directions from which victuals and cooks, respectively, come, is strongly proved on many a sea. From time immemorial the "sea-cook" has been a word of scorn to sailors, even to the second generation; but more, I think, on account of his ignorance of nautical matters, than the deficiencies that might be found in his culinary methods. There were good sea-cooks once, excluding, of course, the "chefs" who rule the roast in great liners, and the competent men engaged on regular ships; the representative sea-cook of the period is dirty, wasteful, helpless, and unaccommodating.

Cooking.

When a captain complains to me of rows and general depravity amongst his men, I always ask, "What sort of a cook have you?"

The improvement I have suggested in stores does not refer to quality or cost, but to device and variety.

Intolerable contracts.

It often happens that the contract made between the ship and the seaman becomes intolerable to one side or the other, and there is no way to dissolve it abroad, except by sentence of a Naval Court. But such cases often arise where no offence within the jurisdiction of such a tribunal has been committed. Any Consul can cite dozens of cases in which the continuance of a man in his ship threatens subversion of her discipline, or in which the safety or comfort of the man require his discharge for no fault of his own. The discharge, by mutual consent, is all one-sided. The master is glad to get rid of the bad man, even at the risk of the ship's liability for him afterwards; but he stands by the second mate or boatswain, who may have been "down upon" the good one—refuses him his discharge, and leaves him to his only remedy, desertion. I would respectfully suggest that Consuls be given jurisdiction to inquire into such cases, and if it be proved to their satisfaction that the contract has become intolerable to either side, to discharge that side, making such an order as to payment or forfeiture of wages as may seem just. I am sure that some provision of this kind would give great satisfaction to honest seamen, and only inconvenience bad officers. The Consul might be required to take depositions on oath, and forward them, with the reasons of his decision, to the Board of Trade.

Suggestion for mutual release.

Crimping in American ports.

Masters complain bitterly of the trouble and annoyance they have with their crews in American ports, but here I have yet to find one who will take advantage of the laws passed for his protection. The rule is to give the crimp and his runners full swing, and to accept the loss of the whole or a portion of the crew as a matter of course.

Shipment of sick men.

Men physically incompetent to do seamen's work are frequently shipped without examination. They lay up when the ship has been a few days at sea, and are discharged into hospital at the first foreign port. Having received an advance, the wages left in the hands of the Consul are hardly ever sufficient to pay expenses, and the man has frequently to be sent home at the public expense. In this way men in an advanced state of consumption, crippled with rheumatism, affected with disease of the heart, ruptured, &c., have been allowed to engage, and become a burden on the fund voted by Parliament.

I would respectfully suggest that the hospital expenses of a seaman so left behind abroad should fall on the ship, unless it can be shown that he was apparently in good health at the time he commenced the voyage.

Public works.

The question of draining, &c., tax.

The project for draining and paving New Orleans by means of a tax on landed property, to be passed upon by public vote, was defeated. The measure was affected by all the objections which unhappily attach to public works in all American municipalities, but it had hardly been defeated before its adversaries repented of their work—the deliberate resolution of a city of 250,000 inhabitants to protect dirt and preserve disease having subjected it not only to unfavourable comment, but actual loss. Nature, as though angry at this disregard of her laws, has withheld the frosts, which help to destroy the germs of disease, and the rain-storms, which supplement the scavengers incomplete labour, and our streets, gutters, and canals are in a condition which threatens disaster when summer sets in.

Naval yard at New Orleans.

A commission appointed to select the site for a new United States Navy-yard has reported in favour of Algiers (which is to New Orleans, topographically, what Southwark is to London).

If this project be carried out it would entail the construction of military works for the protection of the Mississippi river.

Bridge at New Orleans.

There is also some talk about a bridge, but I think that many years will have to pass before one can be deemed a commercial possibility.

Intestate estates of aliens.

In my report upon the status of aliens in this country, published on page 35 of the general report on the subject (Commercial No. 17, 1887, United States), I pointed out that British subjects are at a disadvantage with other foreigners, whose Governments have Consular conventions with the United States, because (inter alia) the property of those dying intestate is taken possession of by the State, and not by the Consul, who has the best means of discovering and communicating with absent heirs.

In a very recent case, in which I had been instrumental in

obtaining for the intestate (under his father's will) the property which was in his possession at the time of his death, and consequently knew all about the matter, I respectfully requested the probate judge to allow me, under the above circumstances, to suggest the name of an attorney for absent heirs, with whom I would act. His Honour was good enough to reply that he would not take any suggestion from the British Consul; and he appointed a stranger to me. Numerous and expensive advertisements will now be formally issued for persons whom I could reach for a five cent. stamp, a door is left wide open for claims which I might be in a position to question, and although this estate (consisting entirely of money in bank) can be easily realised, I shall be surprised if the next-of-kin get 15 per cent. of it.

Annex A.—RETURN of all Shipping at the Port of New Orleans in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
American	65	21,455	394	462,082	459	483,537
British	23	11,672	448	578,223	471	589,895
Austrian	6	3,975	...	...	6	3,975
French	1	375	17	43,975	18	44,350
German	...	...	...	...	18	24,456
Italian	24	9,894	23	13,485	47	23,379
Mexican	10	1,728	7	4,261	17	5,989
Norwegian and Swedish	5	5,243	11	6,427	16	11,670
Spanish	20	11,472	77	130,427	97	141,899
Total	154	65,814	977	1,238,880	1,149	1,329,150

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
American	53	16,885	362	448,253	415	465,138
British	20	5,612	422	567,581	442	573,193
Austrian	3	1,872	...	...	3	1,872
French	1	379	17	43,975	18	44,354
German	...	...	...	...	17	22,662
Italian	20	7,631	23	13,485	43	21,116
Mexican	13	2,336	5	3,093	18	5,429
Norwegian and Swedish	5	5,243	11	6,427	16	11,670
Spanish	20	11,532	77	132,380	97	143,912
Total	135	51,490	917	1,215,194	1,069	1,289,346

Annex B.—Principal Cargoes carried in British Ships during 1889.

Articles.	Package.	Quantity.
Cotton	Bales	1,174,909
Cotton products—		
Oil	Barrels ..	37,706
Seed	Sacks	4,728
Meal	„	512,906
Cake	„	361,717
Soap stock	Barrels ..	15,867
Grain—		
Corn	Bushels ..	11,291,870
„	Sacks	108,310
Wheat	Bushels ..	739,185
„	Sacks	14,855
Timber—		
Staves	Pieces	570,748
Lumber	„	136,409
„	Feet	2,968,366
Flour	Sacks	7,770
Tobacco	Hogsheads ..	3,935
Lead bullion	Pigs and bars ..	68,517
Tallow	Tierces	1,497

Mobile (Alabama.)

Mr. Vice-Consul Barnewall reports as follows:—

Commercial year commencing September 1st, 1888, and ending August 31st, 1889.

Cotton receipts. Prices.

Receipts 229,184 bales, valued at 10,329,322 dol. 88 c., against 207,377 bales, valued at 9,613,997 dol. 77 c., receipts of the year preceding. Average price per bale, 45 dol. 7 c.; average price per lb., $8\frac{83}{100}$ c., against $9\frac{28}{100}$ c. per lb. the year preceding.

Exports—cotton.

There has been a falling-off this year in the direct exports to Liverpool of 11,990 bales, and an increase to other points of 18,391 bales, showing a net increase in exports of 6,401 bales.

Timber.

The favourable outlook at the close of last season has followed this important part of the pitch-pine trade through the past year, and there has been a decided improvement on previous ones.

Shipments.

Shipments of timber were larger than in any year except 1883–84 and 1884–85, and the total value of exports from this port is over 100,000 dol. larger than last year. This is in part due to the improvement in prices. The shipments direct from Mobile do not represent the amount of timber sold in this market, as large amounts of timber were towed during the year from this place to Ship Island from vessels loading there—about 1,159,689 cubic feet—which is added to the exports, and would no doubt make the timber trade of the past year the largest in the history of Mobile.

The total shipments (foreign) for the past year are about 500,000 cubic feet larger than last year, and hewn shows a decrease, while

sawn an increase over last year; but this is in part owing to the change in trade. Previous to 1883–84 very little sawn timber was shipped to Europe, but since then sawn has gradually taken the place of hewn, and the shipments of sawn this year from this port are about 700,000 cubic feet larger than last year, and the largest on record.

Prices.

The value of foreign shipments shows the average value of hewn to be 14½ c. per cubic foot, against 12⅛ c. last year; sawn shows an average of 13 7/16 c. per cubic foot against 12½ c. last year.

Prospects coming season.

The present outlook for next season is very encouraging, as there are indications of a fair demand from Europe and South America, and unless ocean freights rise to a prohibitory point the trade of the coming year will no doubt be good and increasing.

Lumber.

In this important branch of business the trade of the past year has been good and satisfactory, and the largest in the history of Mobile. About 55,000,000 feet were shipped from Mobile by vessels and railroads; but if we add the lumber to the sawn and hewn timber shipments we will have a trade of over 100,000,000 feet for the past 12 months.

This large increase in the pitch-pine trade would have been much larger but for the scarcity of tonnage. The trade by rail with the west and north-west was restricted by the low prices in the west, and high rates of freight from the south. Notwithstanding this, about 5,000,000 feet were shipped from Mobile by rail.

Exports.

The total exports, foreign and coastwise, is 48,000,000 feet against 29,000,000 feet last year, and 32,000,000 feet in 1881–82 (the largest year previous to the past one), and represents a trade of over 600,000 dol., showing also nearly 100 per cent. increase in value over last year. The export foreign is 8,000,000 feet larger than last year, and the largest on record. The export coastwise is 11,000,000 feet larger than last year, and also the largest on record. Compared with last year, the exports show an increase of 1,728,000 feet to the United Kingdom, 1,987,000 feet to France, 420,000 feet to Holland, 1,205,000 feet to Germany, 700,000 feet to Africa, 10,000,000 feet to New York, 1,300,000 feet to Boston, and 100,000 feet to Providence. The principal decrease was 700,000 feet to Cuba, 300,000 feet to Philadelphia, and 600,000 feet to Baltimore.

Naval stores.

The trade of the past year has been devoid of any special change.

Rosin and turpentine.

Receipts: rosin, 106,129 barrels; turpentine, 23,927 barrels; total value, 550,650 dol.; against rosin, 132,055 barrels; turpentine, 28,725 barrels; total value, 635,643 dol. the year preceding.

Vegetables, shipments, value, &c.

The vegetable trade continues to increase year by year, adding greatly to the wealth of this county. Shipments are made to nearly all the leading places, including Chicago, Cincinnati, St. Louis, Kansas City, Pittsburg, Philadelphia, Buffalo, and New York.

The value of the crop in this county is estimated at 371,113 dol., against 393,000 dol. last year, showing a decrease of 22,113 dol., but exhibits an increase of 62,000 dol. over the crop of 1887.

Staves. In this branch of business there has been a decided improvement in the past year, and the foreign shipments of pipe staves are the largest on record. There are a number of buyers in this market, and large shipments have been made to Liverpool, Spain, and Portugal. There has been a marked improvement in the quality of the staves coming to this market, and a steady demand prevailed during the year.

Prices. Prices ruled higher than last year, and the average price of shipments (foreign) is 135 dol. per 1,000 of 1,200 pieces, against 121 dol. last year, and 117 dol. the year before.

Shipments. The shipments of pipe staves (foreign) the past year amount to 350,963 staves, valued at 38,972 dol., against 51,291 staves, valued at 5,202 dol. the year preceding.

New railroads. *Mobile, Jackson, and Kansas City Railroad.*—The line of this road has been finally located from Mobile (Ala.), as far as Jackson, (Miss.). The profile and maps are completed, and the report of the chief engineer printed. It seems that the line can be constructed at a small cost, and that it will add immensely to the commerce of Mobile. It penetrates the finest pitch-pine forests in the south, and at the same time the country is well adapted to agricultural pursuits.

Harbour company. *Mobile and Dauphin Island Railroad and Harbour Company.*—This long-talkèd-of scheme, after passing through many vicissitudes and overcoming much opposition, is at last about to be carried out by an English company. The new company is convinced that Mobile Bay, on account of its geographical position, depth of water, and ample ship room, should be the great port of the gulf. The company will build ample docks at deep water at the terminus of the railroad, with all modern facilities for handling coal, iron, grain, fruits, and all ocean freights.

Mobile Bay is the nearest gulf port to St. Louis, Cincinnati, Memphis, Chicago, and Kansas City, and a large part of the imports and exports of those cities will no doubt pass through Mobile Bay when such terminal facilities are made.

Annex A.—Return of all Shipping at the Port of Mobile in the Year 1889.

Shipping.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	45	26,355	23	28,536	68	54,891
American	70	23,042	...	...	70	23,042
Austrian	4	2,074	...	...	4	2,074
Portuguese	2	868	...	...	2	868
German	...	...	1	1,170	1	1,170
Spanish	4	1,243	1	1,167	5	2,410
Finland	1	1,018	...	...	1	1,018
Russian	5	2,834	...	...	5	2,834
Danish	1	302	...	...	1	302
Italian	3	2,180	...	...	3	2,180
Dutch	9	4,830	...	...	9	4,830
Swedish	6	3,775	...	...	6	3,775
Netherlands ...	1	499	...	...	1	499
Hondurian	7	424	...	...	7	424
Norwegian	17	12,667	...	...	17	12,667
Coastwise	49	21,822	9	7,590	58	29,412
Total	224	103,933	34	38,463	258	142,396
,, for the year preceding	...	...	...	...	203	111,217

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	48	28,509	24	29,493	72	58,002
American	56	15,590	...	...	56	15,590
French	2	676	...	...	2	676
German	2	1,963	1	1,170	3	3,133
Spanish	4	1,395	1	1,167	5	2,562
Portuguese	3	1,458	...	...	3	1,458
Norwegian	16	10,536	...	...	16	10,536
Russian	4	2,247	...	...	4	2,247
Swedish	8	4,750	..	..	8	4,750
Dutch	8	3,781	...	...	8	3,781
Austrian	5	2,816	...	...	5	2,816
Danish	1	302	...	...	1	302
Hondurian	9	552	...	...	9	552
Italian	2	1,591	...	...	2	1,591
Finland	1	1,018	...	...	1	1,018
Coastwise	66	29,251	4	4,067	70	33,318
Total	235	106,435	30	35,897	265	142,332
,, for the preceding year	...	...	...	...	207	109,492

Annex B.—Return of Principal Articles of Import to Mobile during the Years 1888–89—1887–88.

Articles.		1888.				1887.			
		Quantity.	Value.			Quantity.	Value.		
			£	s.	d.		£	s.	d.
Bagging	Pieces	25,306	...			18,415	...		
Iron ties	Bundles	56,355	...			36,836	...		
Bacon	Hogsheads	12,736	...			13,777	...		
Cotton	Bales	229,003	2,150,242	14	2	207,377	2,002,916	3	10
Coffee	Sacks	15,135	...			15,572	...		
Corn	,,	472,253	...			325,556	...		
Flour	Barrels	133,049	...			135,141	...		
Fertilisers	Sacks	200,817	...			165,430	...		
Hay	Bales	80,960	...			63,071	...		
Lard	Tierces	5,332	...			3,490	...		
Molasses	Barrels	2,858	...			3,560	...		
Oats	Sacks	130,741	...			105,076	...		
Potatoes	Barrels	16,024	...			17,460	...		
Pork	,,	1,196	...			965	...		
Rice	,,	5,535	...			4,831	...		
Salt	Sacks	46,416	...			23,540	...		
Soap	Boxes	22,090	...			19,767	...		
Sugar	Barrels	14,289	...			16,569	...		
Tobacco	Boxes	29,030	...			25,055	...		
Whiskey	Barrels	5,862	...			6,090	...		
Coal	Tons	45,074	...			39,433	...		
Wool	Lbs.	357,500	45,554	13	9	652,800	29,952	1	8

Value £ sterling, 4 dol. 80 c.

I cannot enumerate articles imported from foreign countries, nor give the value of above enumerated articles, with exception of cotton and wool.

Annex C.—Table showing the Total Value of all Articles Exported from Mobile and Imported to Mobile from and to Foreign Countries during the Years 1887–88—1888–89.

Exports.

	£	s.	d.
1887–88	717,727	6	4
1888–89	638,884	14	0

Imports to 30th June, 1889.

	£	s.	d.
1887–88	15,924	7	6
1888–89	32,056	0	10

I have no means of dividing the above exports as to countries, except as regards cotton included in above.

	£	s.	d.
Great Britain, 1887–88	603,529	18	8
,, ,, 1888–89	474,155	3	7

RETURN of Principal Articles of Export from Mobile during the Years 1888–89—1887–88.

Articles.		1888 and 1889.		1887 and 1888.	
		Quantity.	Value.	Quantity.	Value.
			£ s. d.		£ s. d.
Cotton	Bales ...	229,184	2,151,942 5 4	222,783	2,151,712 9 6
Timber	Cubic ft.	3,122,943	92,171 9 5	2,575,784	64,955 12 8
Lumber	Feet ...	48,284,162	124,451 12 5	29,257,844	72,446 0 4
Rosin	Barrels ...	4,830	1,304 11 8	25,435	7,930 17 0
Staves	Mill. ...	350,963	8,119 3 4	51,291	1,083 15 6
Shingles	1,000 ...	520,510	380 11 5	655,950	444 2 8
Merchandise	...	...	2,094 3 8	...	1,040 6 0
Vegetables	...	...	77,315 4 2	...	81,936 9 2
Cotton-seed meal	Sacks ...	6,720	1,437 10 0	...	...
Total	...	...	2,459,216 11 5	...	2,381,549 12 10

£ sterling valued at 4 dol. 8 c.

CONDITION of Dredged Channel, Mobile Harbour, July and August, 1889.

Locality.	Dredged 1881–1889, Examination July and August, 1889.				
	From the Initial Point, Miles.	Width, Feet.	Depth, Feet.	Minimum Top Width, Feet.	Maximum Central Depth, Feet.
Initial point in Mobile River to upper gap obstructions	0·64	145	18 to 20	200	19 to 20
Upper gap of obstructions to Cluster No. 2	1·07	245	18 19	300	22
Cluster No. 2 to lower gap of obstructions	1·48	155	18 19	200	20
Lower gap of obstructions to Cluster No. 27 ..	13·91	145	19 20	200	19 to 20
Cluster No. 27 to Cluster No. 33	16·17	105	18 19	200	15 16
Cluster No. 33 to Cluster No. 46	23·35	145	19 20	200	18 20
Cluster No. 46 to Cluster No. 51	25·91	185	18 19	200	14 18

PENSACOLA.

Mr. Vice-Consul Howe reports as follows on the trade of Pensacola:—

The business of the port during the year was almost without intermission, and the export of Florida's great staple—pitch-pine wood—shipped mostly from and through Pensacola, was, as will be seen by the tables annexed, beyond the average trade of the port for some years past. Pitch-pine advanced in price during the early part of the year in leading timber-dealing centres of the United Kingdom—the bulk of the Pensacola exports go there yearly—and shipments continued quite active for some time. Exports. Pitch-pine advanced in price.

Imports.

The chief articles of import to Pensacola are principally from the large markets of the United States, north and west, and these yearly supplies include a liberal portion of things of British growth and manufacture. The largest portion of this import trade amounts in value to over 2,000,000 dol. yearly, the Pensacola market supplying some of the smaller places around it. Some other articles of import—salt, particularly—come direct from the United Kingdom and other foreign countries.

Direct trade.

Referring to the remarks in my last yearly report relating to direct trade between the United Kingdom and this port, and other places near by, I adhere to what I then suggested; and, as regards the way that this trade is conducted in these southern cities, I here repeat my answer to questions put to me by large manufacturers in England, that there are not any distinct wholesale establishments at Pensacola, but the houses here supply from their well-stocked retail and wholesale stores many of the surrounding places in the State of Florida. In my last report I alluded to other Southern States in some of the larger cities, of which there are large wholesale houses that deal immensely in goods like the manufactures of Bradford (I had inquiry from Bradford) and other manufacturing places, referred to in my report. Houses in this description of trade make their purchases in the large northern markets, New York particularly, in the spring and autumn, for summer and winter business. The houses which stand highest have open credits in New York and the other large northern markets, buying at stated periods and remitting continually. Other arrangements for smaller houses are, that as much money as can be paid down at once is credited against purchases, and notes given for balances at about four months.

Questions from England.

Bradford manufactures.

Time of purchasing.

Financial arrangements.

I do not know that manufactures and shippers in the United Kingdom could deal financially with customers in these places in the way above described. This business, I think, should be conducted as before suggested, that is, through an agency or bureau of similar utility. The agency, I think, should work directly with those in the United Kingdom who may be induced to sell goods through it. No doubt a small beginning should be made which would lead to development or not, just as the trade would appear. I have given hints and made suggestions. I must leave them to be worked out if found practicable. As remarked by a trade publication in England (the "Ironmongery"), referring to my report, "The prime question is—Is there not a distinct advantage to be gained by working the markets of the Southern States directly, and not through the medium of northern buyers alone? That general attention has been called to the matter should be sufficient to lead our manufacturers to investigate it thoroughly."

Agency.

Purchase of extensive mills and timber-land by English company.

A very notable transaction at Pensacola during the year—reference to which will, I think, be interesting to many persons in the United Kingdom—was the formation of what may be termed an English company, which bought up several large milling establishments, with their immense tracts of pitch-pine timber-land, within easy shipping distance of the port of Pensacola.

The saw-mills referred to were previously owned by local companies and individual owners; and under their former management were successfully operated, and produced a very large proportion of the immense yearly exports of manufactured pitch-pine timber and lumber from Pensacola. It is thought that under the present undivided control and management of these mills, their former extensive business will be fully kept up, if not materially increased, in output and shipments abroad. Former large proportion of exports.

In reporting upon this company I am able to state, with much pleasure, that the carrying through of the scheme in its various details to its final consummation by purchase and possession was mostly, if not entirely, due to a business gentleman of the United Kingdom, who has for a long time been practically intimate with the Pensacola timber trade.

The chief directory of the company is, I am informed, composed of prominent bankers and other men of business in London and other parts of the United Kingdom. Some of the members are of the United States. The general managing director of the concern, who resides in London, is the gentleman above alluded to as forming the company. The chief office is in London, and a local board of directors look after the affairs of the company at Pensacola. The company is now fairly launched, and is doing a very active business in shipments of cargoes. The purchase-money amounted to a large sum. Chief directory in London.

It will, I think, interest British underwriters and all those concerned to know that during the year the Legislature of the State of Florida passed an Act providing for the appointment in every port in the State (to which has come during the past five years an average of not less than 50 vessels per year, of not less than 200 tons burthen each), of a custodian of lost timber and lumber. These bonded officers are to keep a careful watch over the waters of their respective ports, and to recover all timber and lumber found, and safely keep such property until disposed of. The disposition of the timber and lumber recovered is to be by delivery to the duly proved owner of the property, on the payment of the prescribed fee of 50 c. for each piece of timber recovered, and delivered at the custodian's boom, and for lumber the sum of 1 dol. per 1,000 feet superficial measurement. And it is made unlawful for any person, other than the legally-appointed custodians and their respective agents, to pick up, recover, or in any manner interfere with any timber or lumber found adrift in the waters of the places designated in the Act, and persons violating this provision of the Act are to be held guilty of a misdemeanour, and, upon conviction, punished by a fine of not more than 100 dol., or by imprisonment in the county jail for a period not exceeding three months, or by both fine and imprisonment, as the court shall adjudge. Act passed for the appointment of a custodian of lost timber. Penalty for obstructing the Act.

I had for years written and spoken on the subject, pointing out the nefarious doings that were connected with the timber that drifted from vessels loading cargoes in these waters to the loss of underwriters. Former unscrupulous practices in connection

with drifted timber.

In laying the subject before the mayor of this city, just before the passing of the Act, when endeavouring through him to secure by city ordinance or State legislation protection at this port for British underwriters, I gave several facts in relation to drifted timber. I stated that from the years 1877 to 1888 inclusive, the average number of casualties per year, whereby timber went adrift from British vessels in the harbour of Pensacola, was 14. I especially pointed out that during the year 1888 there were 22 occasions when large quantities of timber drifted from British vessels in the harbour of Pensacola, amounting to about 4,000 pieces, an average of about 180 pieces from each vessel; that there were saved of such drifted timber 1,480 pieces (their recovery paid for by the masters at high rates), leaving an apparent average loss from each vessel of about 67 pieces of timber. Thus it appeared that during the year 1888 the number of pieces of timber counted as lost and paid for by underwriters amounted actually to about 2,520, at an average of not less than 7 dol. each piece, an apparent total amount of 17,640 dol. To this amount could have been added the salvage at high rates (ranging from 1 to 2 dol. each piece) demanded for the release of the timber picked up, and paid by the masters of the vessels from which it had drifted in order to secure its repossession. The self-appointed salvors, or rather persons who were professionally engaged in the obstruction of the recovery of the property, by the masters pleasing themselves whether they would return to the ship the timber picked up, or dispose of it otherwise. That the latter course was often adopted is apparent, because much of the drifted timber was never returned to the ship, although certainly picked up, as this is almost a land-locked harbour, in which timber could never be entirely lost.

Average loss per year.

Total loss of timber during the year 1888.

Drifted timber disposed of to highest bidder

Record.

In giving these particulars I had, in substantiation of my statements, a record in extended protests at this office. During the year 1888 there were 22 protests entered by me for lost timber from British vessels in the harbour of Pensacola.

Taking the above as a basis, the loss from ships other than British loaded at Pensacola, in which British underwriters were largely concerned, can be estimated.

Successful operation of the Act.

Very soon after my communication to the mayor of Pensacola the Act was passed, and since it has come in force hardly any timber or lumber has been lost in the harbour of Pensacola (although the average casualties continue to occur), the legal custodian in nearly every case securing all the timber that has drifted from vessels in the harbour, and restoring the same to the respective masters on proving property (all timber is now distinguished by a brand put on by masters when commencing to load) and paying the prescribed fee. The enactment is a most admirable one, and works well in the interests of all concerned. Since the coming in operation of the Act, no report of lost timber to be covered by protest has been received at this office from British masters, nor have protests by local notaries for vessels other than British been presented at this office, as they formerly frequently were, for my attestation for use in the United Kingdom.

I have reason to believe that British shipowners dealing with Pensacola should be better informed on the question of quarantine at this port than they now appear to be. The quarantine system t Pensacola.

Within the past year an Act was passed by the Legislature of the State of Florida creating a State board of health. This enactment was the outcome, I think, of the late yellow fever epidemic at Jacksonville, Florida. County boards of health are authorised by the Act, but are subordinate to the State board; hence the Pensacola board of health is subject to the supervision of the State board in its regulations and proceedings as regards quarantine matters. About May 1 the county board of health issues a proclamation which lays down the minimum period (seven months last year) of quarantine, and then gives the rules and regulations governing quarantine. Creation of a State board of health.

Among the quarantine rules and regulations to be especially regarded by British shipowners in chartering their vessels for this port, during the quarantine period, is the almost stereotyped regulation that no vessel arriving at the port of Pensacola, between the first and last days of quarantine, from any port or place where yellow fever or other malignant disease prevails, shall be permitted to discharge ballast or cargo, or load cargo in the port of Pensacola. Vessels from infected ports not allowed to enter.

The next regulations to be observed are, that all vessels arriving in the bay of Pensacola during the quarantine term shall proceed to the quarantine station to be inspected, and, if deemed necessary by the quarantine physician, shall discharge ballast or cargo, and be submitted to cleansing and disinfectant process; that the master of each vessel cleansed or fumigated at the quarantine station shall pay for such cleansing and fumigation—steamships, 75 dol.; ships, 50 dol.; barques and other vessels, other than brigs and two-masted schooners, 40 dol.; brigs, 20 dol.; two-masted schooners, 15 dol. Regulations concerning cleansing and fumigation.

It is further laid down by the board of health that no person from any vessel arriving between the dates of quarantine shall be permitted to leave such vessel until she shall have performed quarantine in accordance with the rules and regulations of the board of health.

Many British vessels arrived off the port of Pensacola, during the last quarantine term, under charter to load at Pensacola, but were prevented from entering, being from infected ports, as alleged by the board of health here. Fortunately, during the quarantine term some owners applied to me for information, and were enabled by my advice to alter the course of their vessels. The rules and regulations do not say that vessels from infected or suspected ports shall not enter, but such is virtually the meaning, as pilots will not bring them in under certain stipulations of the board, which would quarantine the pilots; and these vessels, if even in, would not be allowed to load. The vessels referred to as having arrived off the port, and been prevented from entering, had to seek other ports and fresh business. The loss to owners, in these cases, must have been very heavy, but there was no help for it; and though there are many things apparently quite inconsistent, I think, with even Vessels from infected ports refused entry.

a rigid quarantine, in the conduct of quarantine affairs at this port, still I must say that the regulations respecting the entry of vessels from infected ports are not, in my opinion, out of place. Those abroad interested in this subject are only to imagine the terrible results of the introduction of a single case of yellow fever here (which would also place many other towns in jeopardy), and they will be ready to allow that no chances can be taken in admitting vessels from an infected or even suspicious port. Only those who have passed through an epidemic of yellow fever can realise the misery and anguish that arise from and follow this much-dreaded disease. In fact, the people of this city would rather see the business of the place suspended for months than allow the entry of one vessel from an infected or even a suspected port.

Loss of time to vessels owing to lack of proper facilities at quarantine stations.

The very great fear of the introduction of yellow fever in Pensacola causes protective measures, in my opinion, beyond reason.

Sailing vessels to discharge ballast, and to be cleansed and fumigated, take many days and weeks before they are ready to proceed to the harbour to take in their cargoes. The facilities for discharging ballast at the quarantine station are so few, owing to deficiency of wharves, that the vessels in taking their turn lose a great deal of time.

Discharge of ballast at quarantine.

With reference to the discharge of ballast at the quarantine station, one firm here, which had been accustomed to discharge the ballast of the vessels chartered by them, and had made this a charter stipulation at a certain rate, have from time to time demanded from masters the estimated amount of such discharge, although masters had been already compelled to pay for the discharge at quarantine before they could secure permits of release to proceed to Pensacola harbour.

Suit entered by British masters for recovery of amount paid for discharge of ballast as being unconstitutionally exacted.

A distinguished solicitor of this city advised several British masters, who had been compelled by the regulations of the board of health to discharge their ballast at the quarantine station, to enter suit for the amount demanded in such compulsory manner as being unconstitutionally exacted, but the result was not in favour of the masters in the lower court. An appeal has been taken to the Supreme Court of the State.

Scale of charges unfairly proportioned.

The scale of charges for vessels cleansed and fumigated at the quarantine station appears unfair. 75 dol. would be a large amount to take for a steamship of 88 tons, when the same amount is taken for a similar vessel of 1,700 tons. The same objection will stand, I think, as regards other vessels taken by their rig instead of their tonnage; many barques, for instance, going far beyond ship-rigged vessels, while small schooners, not over 100 tons each, pay the same as those hundreds of tons larger.

Large amount of money collected during quarantine.

An immense amount of money appears to be taken for the fumigation and cleansing of vessels during the quarantine season.

Apparently unnecessary

Having lately been instructed to report on the apparently unnecessary detention and fumigation of a British steamer that

arrived at the quarantine station from Cape Verd, I addressed a communication to the president of the board of health of Pensacola respecting her. Detention of a steamer from Cape Verd.

It was contended by the Steamship Owners' Association of the North of England that this steamer was not only from a very healthy port, but was clean in every particular, but that in spite of her perfect sanitary condition she was detained for five days, and had to undergo the regular process of fumigation, &c. Complaint by Steamship Association of England.

The reply was to the effect that the quarantine physician thought it necessary to detain her, and subject her to the usual process of fumigation, &c.

As regards my remarks respecting other cases, it was stated that it was the policy of the board not to subject any vessel to any greater detention or hardships in quarantine than in their opinion was absolutely necessary for the health of the port. I was also informed that, at a recent meeting of the board, it was resolved that a committee of the board should proceed to the New Orleans quarantine station in order to inspect the plan and methods in force there, and report on the advisability of their being adopted here; and that it was contemplated to thoroughly equip the Pensacola quarantine station for fumigation, &c., and that the board of health hoped that, by the next season, shipowners would have no reason to complain about the quarantine. Proposed improvement in facilities for fumigation, &c.

I have observed that much dissatisfaction has been expressed about the libelling and seizure of British vessels in ports of the United States, and inter alia at Pensacola, hence I think it proper to touch upon this subject. Libelling of British vessels.

Some of the cases above referred to were outrageously unfair, but I have been powerless in the matter. Seizures often unfair.

A dispute arises between the master of a vessel and the charterer. The charterer argues that the terms of the charter have not been adhered to, that certain spaces of the ship have not been given for cargo, that sufficient deck cargo has not been taken, and points of like disagreement. Disputes of this kind arise particularly with steamers, when the lump sum charter is in force. The master, in some cases, endeavours to meet the demands of the charterer; the latter yields in his turn; and in these instances, as I am aware, conciliatory means and tone are adopted, and the disagreement ended. Nature of suits arising from lump sum charter.

But there are also other cases in which the charterer has insisted on his views alone being right, making no concession whatever; and the master, naturally stung by what he considers as beyond fair play demanded, has resisted, and the result has been the libelling of the ship by charterers and disastrous consequences, even when the case may have been partly or entirely gained by the shipowner. The ship is at a great disadvantage in these suits, which sometimes are held over the ship, only to force the demand conceded to save the libel arrest.

In the last two cases decided upon in Admiralty at this port, in which British steamers were concerned, the points at variance were in one case as follows:—The steamer was chartered under Nature of last cases decided.

the lump sum charter to load timber and deals. The vessel proceeded in her loading and was ready for sea, when the charterer libelled her on the following grounds—1st, that the terms of the charter, as regards her tonnage, had been broken, her tonnage not being the same as represented at the time of chartering; 2nd, that the master took on coal at this port, instead of coaling at a between port, and thus, as was alleged, cargo was shut out which should have been carried under the lump sum charter; 3rd, that there was kept in the vessel ballast that excluded cargo, to which space, it was said, the charterers were entitled.

Decision of the court.

The decision of the court in this case was as follows:—That the vessel had been represented as being 1,557 tons; that she was really only 1,386: this was admitted by ship. The court allowed a proportionate reduction from the amount of freight—175*l.* off 2,550*l.* The coal claim was disallowed by the court, as the charter-party did not specify that the vessel was to coal at an intermediate port. The ballast claim was disallowed, the court ruling that the master could use his own judgment about keeping in ballast.

The next case was that of a steamer which had been chartered at New Orleans on a lump sum charter to load pitch-pine wood at Pensacola. The charterers were entitled, as was alleged, to the entire carrying capacity of the vessel, including all spaces in which cargo may have previously been carried. The vessel took in at New Orleans a quantity of coal which occupied a large space of the deck-room, and the charterers contended that they were entitled to the deck space, and sued for damages equivalent to estimated loss by reason of being shut out. The decision by the court in this second of the two cases referred to above was as follows:—That it appeared that the master had part of the ship's deck covered with coal, and stated that he did not intend to take a deck load; that he also had water in one of the ballast tanks which gave the ship a list to starboard, and caused her to appear overloaded on deck; and that the master's conduct thus was not satisfactory. The court found by the evidence submitted in the cause that the vessel might have taken 205 loads more than she did, and that her failure to do so under the terms of the charter caused a damage to libellant of nearly 1,600 dol., and the court ordered a decree to be entered for the amount allowed in favour of the libellant.

As regards the case first above related, both sides, I think, should have come together by arbitration. In the second case the charterer, as I thought and advised at the time, should have been met with some compromise. The master, as he told me, gave the particulars of dispute by cable to his owners, and took their instructions, in connection with the advice of his counsel here. Still, I was of opinion that the case should be compromised. Owners at home can hardly form a proper opinion, and advise accordingly. In some of these civil suits it would be better, I think, for the owners to leave the master and Consular officer to work through the complications. In the case last given, I

approached the charterers for a compromise in equity, which they would readily have accepted, but overtures were refused by the master acting for the owners.

Something new in the libelling of ships.

While on this subject I will refer to something new in the libelling of ships at this port. A vessel is chartered, and according to the terms of charter the master, sided with by his owner, demands demurrage for detention in loading. The charterer, on the other hand, refuses to pay, and puts forward this, that, and the other as releasing him from the liability and demand. The master then simply notes a protest—an old-standing custom in maritime affairs—in order to make good his claim, if he is right in the demand, at the termination of the voyage. The charterer then libels the vessel, on the alleged ground that his interests will be impaired with a note of protest hanging over the shipment. In a recent case here a British ship was libelled and detained by the charterer for 30 days, the owners refusing to bond their ship. This was a case in which demurrrage was due and demanded, and on refusal of payment a note of protest was entered in this office, as in protection of claim hereafter.

Libelling vessels for noting protests.

Bonded.

In this last case the ship was bonded by the owners, and now lawsuits are pending both in this country and in the United Kingdom, and the issues at stake involve a large expenditure. It appears monstrous that because a master notes a protest, simply in protection of his supposed rights, such proceedings should be allowable. The vague terms of charter parties often lead in the end to much of this trouble. Shipowners should be more careful, I think, in the freight agreements accepted by signature.

Steam tonnage at Pensacola.

For the purpose of illustrating the increase in this class of vessels at this port, I add to the regular yearly tables required for this report a comparative statement of British steam tonnage at Pensacola for the past 12 years inclusive—the only years, to my knowledge, in which foreign steam carriers have entered the port. In my report for the year 1887 I gave it as my opinion that steamers, and British steamers particularly, would in future be employed in larger proportion than formerly in each succeeding yearly business of this port, and I think I was and am still correct in such belief. During the year 1888 the largest number of steamers (nearly all British) that ever loaded at Pensacola during one year cleared from the port. In the year just closed nearly double the number and tonnage of this class of vessel, compared with the year before, loaded and cleared from Pensacola.

Decrease of sailing vessels of the United Kingdom entered at Pensacola.

Large proportion of vessels of Sweden and Norway formerly British.

There is a decrease in sailing vessels. Many of the old sailing vessels of the United Kingdom continue to arrive yearly at Pensacola under foreign flags, those of Norway and Sweden particularly. Of the tonnage given in this report under the head of Sweden and Norway about one-third was formerly under the British flag.

In my last yearly report I mentioned that the city government of Pensacola had passed an ordinance appointing a shipping master for the port of Pensacola. This worked admirably for some months, when the crimps, who had at first obstructed the

Shipping master, late ordinance. Ordinance overthrown as being unconstitutional.

law and often fought it, at last managed to have it overthrown. One of the class was convicted when counsel, trying the issue for the fraternity of crimps, appealed the case, and a State judge ruled that the ordinance was unconstitutional, dealing, as it did, with things connected with foreign commerce, with which, it was argued, the general government alone was qualified to deal. The ordinance thereupon ceased to be in operation, and the old system —engagement of seamen through the crimps direct, with all of its attendant evils—is again in full play.

Case of the "Paragon."

I was called upon to investigate a death that had occurred of one of the crew last engaged on the "Paragon." It appeared that a young American seaman, who had duly signed the agreement but was not willing to join the vessel, or, at any rate, not ready to join her at the moment, was surreptitiously induced to go on board to visit her. He was taken there by two employés of the sailor-boarding-house keeper, who had him under control. The seaman went aboard without his effects, and the men who took him there left him on board against his will, promising that they would soon return for him. Finding that it was not intended that he should leave the vessel again, as after waiting some time he was not called for, he jumped overboard, and in endeavouring to swim to the shore, or to some vessel in the harbour, was drowned. My investigation of the case by examination of the master, officers, and others of the crew of the "Paragon" supported the facts as stated above, and it was further elucidated that the young seaman had, in his protestations against being left on board by the persons taking him to the vessel, made remarks pointing to his not having been settled with as regards his accounts with the crimps ashore.

"Paragon" case one of several. Investigation by city authorities.

This is one of several deaths that have happened at this port on British vessels under similar circumstances.

In the case above given, I appealed to the city authorities requesting investigation and action against the persons on shore who contributed to the seaman's death. The investigation was held, but nothing came of it.

Shipment of coal to Cuba.

In my last yearly report I mentioned that shipments of coal were being made from Pensacola to ports in the island of Cuba, and stated that I had been informed that extensive operations thus would follow. I am now able to state that it appears that this business has been permanently gone into by a company organised for a regular business between this port and Cuba by the shipment of coal and other things. Extensive preparations, by building of wharves, &c., have been made for the receipt of coal by railroad from the coal mines of Alabama, and shipments are regularly now going forward. The mode of transportation of the coal to Cuba is by barges, which are towed by a steam-tug from this harbour to Cuba, and are towed back. The British steam-tug "Scythian" has been, so far, engaged in the towage of the barges. The exact value of the coal delivered at Cuba is about 5½ dol. per ton. The coal is of a bituminous nature, and is of very good quality, I am told. I am not aware that any other

quality of coal is mined at the Alabama coal-fields; there may be, however, a coal of harder substance than the coal now shipped hence.

Incorporation of a Chamber of Commerce at Pensacola.

A Chamber of Commerce has lately been incorporated at Pensacola. The objects of the association are, as given by the bye-laws, "to advance the trade, business, and commerce of Pensacola, and to promote the general prosperity and material interests of this city and its vicinity, and to produce harmony and good feeling among the business community; to acquire and disseminate valuable commercial and economic information; and generally to secure to its merchants the benefits of co-operation in the furtherance of their legitimate pursuits."

The executive officers of the corporation are among the leading business men of Pensacola, and I have no doubt it will be of good effect in the trade of the port, which is being developed year by year.

Marine railway nearly completed.

The marine railway, remarked upon in my last yearly report, has been delayed in its construction, but is now about nearly ready to be put in operation. I repeat my former remarks on this subject as regards the benefit that will arise from this construction, and will be glad to see it ready for taking out vessels that may require repairs, or to be looked after, before proceeding hence with cargoes of timber.

Health of Pensacola.

The health of Pensacola for the year has been very good; no unusual sickness or epidemics of any kind having appeared here. The average yearly mortality of Pensacola in its regular course, without appearance of epidemic, is about 26 per 1,000, on a population ranging from 13,000 to 15,000. All things in keeping with prosperity here still continue. Buildings as residences and for business purposes continue to be built, and, altogether, again I must say to the well-wishers of Pensacola in the United Kingdom, and those particularly that do business with this port, that there is every indication of a continuance of its present prosperity. The difference, now, for the better in this place, in comparison with its condition when I took charge of the post 13 years ago, is immense, the population now being more than double what it was then, and most of the buildings in the principal part of the town being of late and improved construction.

Return of all Shipping at the Port of Pensacola in the Year 1889.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	82	56,944	45	54,561	127	111,505
American	103	37,669	1	864	104	38,533
Swedish and Norwegian	160	126,120	...	...	160	126,120
Italian	143	88,297	...	...	143	88,297
Austrian	41	26,596	...	...	41	26,596
German	21	19,747	...	...	21	19,747
Russian	22	14,616	...	...	22	14,616
Dutch	18	12,136	1	956	19	13,092
French	11	6,297	...	...	11	6,297
Spanish	1	348	3	4,019	4	4,367
Other countries ...	4	3,408	...	...	4	3,408
Total	606	392,178	50	60,400	656	452,578
" for the year preceding ...	454	311,881	27	34,392	481	346,273

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	81	59,558	44	53,499	125	112,967
American	91	34,956	1	864	92	35,820
Swedish and Norwegian	159	121,426	...	...	159	121,426
Italian	150	91,347	...	...	150	91,347
Austrian	39	25,659	...	...	39	25,659
German	17	14,690	...	...	17	14,690
Russian	19	12,042	...	...	19	12,042
Dutch	17	10,641	1	956	18	11,597
French	10	6,115	...	...	10	6,115
Spanish	2	691	3	4,019	5	4,710
Other countries ...	2	1,445	...	...	2	1,445
Total	587	378,510	49	59,248	636	437,818
" for the year preceding ...	449	312,484	27	34,392	476	346,876

TABLE showing the Total Value of all Articles Exported from Pensacola and Imported to Pensacola from and to Foreign Countries during the Years 1888–89.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
United Kingdom	331,456 16 9	221,741 6 9	...	...
Argentine Republic	93,151 7 7	56,116 7 9	...	...
Italy	60,741 14 0	67,517 18 11	...	...
Netherlands	48,483 5 6	32,390 7 1	...	...
France	38,629 4 7	35,568 11 1	...	...
Uruguay	29,395 0 0	19,459 12 8	...	...
Germany	23,014 9 0	20,347 0 0	...	...
Spain and colonies	20,570 6 9	17,462 13 3	...	...
Belgium	19,678 9 7	14,558 5 8	...	...
Brazil	9,020 0 0	7,910 17 6	...	...
Austria	3,899 17 2	2,213 10 4	...	...
Portugal	3,873 17 3	9,983 10 3	...	...
Norway	2,417 7 9	...	...	...
United States of Colombia	902 10 0	6,260 0 0	...	...
Other countries	...	3,331 3 9	...	...
Total foreign countries	685,234 5 11	514,861 5 0	*...	*...
,, ports in the United States	44,707 10 0	51,740 13 6	*...	*...
Total	729,941 15 11	566,601 18 6	...	...

* See note elsewhere in this report about value of imports.

RETURN of Principal Articles of Export from Pensacola during the Years 1888–89.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
		£ s. d.		£ s. d.
Sawn pitch-pine timber	14,609,244	380,449 1 3	10,256,650	267,100 5 3
Pitch-pine lumber	126,131,000	315,327 10 0	104,744,226	261,935 11 3
Hewn pitch-pine lumber	1,347,717	30,835 3 8	1,499,198	34,367 12 5
Cedar	4,655	339 8 6	27,222	1,984 18 9
Coal	4,205	2,628 2 6	615	384 7 6
Other articles	...	312 10 0	...	829 3 4
Total	...	729,941 15 11	...	566,601 18 6

In the above table lumber is in superficial thousand feet, valued at 12 dol. (2*l.* 10*s.*); sawn timber, at average of 12½ c. (6¼*d.*) per cubic foot—basis, 40 feet average; hewn timber, at average of 11 c. (5½*d.*) per cubic foot—basis, 100 cubic feet average; coal in tons, at 3 dol. (12*s.* 6*d.*); cedar, at 35 c. (1*s.* 5½*d.*) per cubic foot.

RETURN of Principal Articles of Import to Pensacola during the Years 1889–1888.

Articles.	Value.	
	1889.	1888.
	£ s. d.	£ s. d.
Chief articles	*	*
Other „	*	*

COMPARATIVE Statement of British Steamers arriving at Pensacola for the past 12 Years inclusive.

Year.	Number.	Tonnage.
1878	..	..
1879	..	..
1880	..	..
1881	4	3,872
1882	13	16,260
1883	11	14,139
1884	3	3,396
1885	8	9,477
1886	4	4,326
1887	5	6,225
1888	22	28,333
1889	45	54,561
	115	140,589

* On first page of this report remarks will be seen descriptive of articles, and approximative in value of imports, to Pensacola during the years given above. A positive statement cannot be obtained of imports, except shipments on British vessels. During the year 1889 the value of cargoes brought here on British vessels amounted to £1,430.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 3 | 90—H & S 807)

FOREIGN OFFICE.

1890.

ANNUAL SERIES.

No. 650.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1889

ON THE

AGRICULTURE OF THE CONSULAR DISTRICT OF NEW ORLEANS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 466.

Presented to both Houses of Parliament by Command of Her Majesty, MARCH, 1890.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
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1890.

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UNITED STATES.

NEW ORLEANS.

Consul De Fonblanque to the Marquis of Salisbury.

My Lord, *New Orleans, February* 1, 1889.

I HAVE the honour to enclose herewith my Annual Report on Agriculture for this Consular District for the year 1889.

The Vice-Consul at Mobile informs me that he has nothing to say on this subject but what would be a repetition of his report for the year 1888.

I have, &c.

(Signed) A. DE G. DE FONBLANQUE.

Report on Agriculture, 1889.

The past year has been one of almost unprecedented drought. The rainfall for its last three months and for the whole twelve at selected stations of the Louisiana weather service, and the normals for the north and south of the State, is shown as follows:— The drought

NORTH LOUISIANA STATIONS.

	October.	November.	December.	Year.	
Farmerville	0·75	6·05	0·75	34·29	
Minden	0·07	4·24	1·03	27·73	
Shreveport	1·06	9·10	0·64	46·17	
Monroe	0·44	6·58	1·56	43·43	
Vicksburg, Mississippi	0·16	4·59	0·99	46·30	
Liberty Hill	0·46	7·18	1·71	44·86	
Grand Cane	0·80	8·10	0·60	45·56	
Vidalia	1·18	3·36	1·00	33·01	
Alexandria	0·17	4·84	0·92	37·84	
Marksville	0·17	3·43	1·08	17·52	Rainfall.
Means	0·43	5·75	1·03	37·67	
Normals	3·46	5·12	5·33	54·77	

South Louisiana Stations.

	October.	November.	December.	Year.
Clinton	..	3·29	1·69	38·22
Amite	3·21	2·72	1·20	48·01
Melville	0·46	1·78	2·71	36·70
Hammond	..	4·44	0·84	43·60
Baton Rouge	0·11	2·80	..	..
Grand Coteau	T	2·85	3·75	45·31
Maudeville	..	2·98	0·39	34·62
Maurepas	..	3.17	1·30	38·36
Plaquemine	0·30	2·37	1·44	40·35
Crowley..	..	3·62	1·74	41·70
Lake Charles	0·10	3.50	1·85	36·37
Donaldsonville.. ..	0·15	3·30	1·45	38·92
Shell Beach	..	4·80	1·95	34·80
Mount Airy	T	3·57	0 50	35·26
New Iberia	..	1·20	1·59	36·99
Abbeville	0·02	3·19	1·63	39·53
New Orleans	0·26	2·18	0·67	48·45
Cameron	0·15	4·36	2·52	42·00
Thibadoux	0·17	2·28	0·88	41·34
Homna	0·28	3·25	1·62	54·27
Port Eads	0·02	2·05	1·50	40·92
Means	0·25	3·08	1·50	40·92
Normals	2·80	4·21	4·91	60·29

Its effects. This has, of course, seriously affected the rice crop, where the planter, relying upon natural irrigation, had not or could not provide pumps. I append copy of a bulletin* of the Louisiana Agricultural Experimental Station upon rice and its by-

Annex A. Rice. products, embodying a chemical investigation of this cereal by Professor B. B. Ross.

Annex B. Sugar. Also a further bulletin, No. 23,* upon the diffusion process as applied to sugar cane.

General L. Sewell has favoured me with the following upon the subject of ramie culture:—

Ramie. "Oakbourne plantation, in the parish of Lafayette, Louisiana, was considered a spot with good promise for the successful planting of the ramie. It is a plantation well watered by natural and artificial means, and, after sufficient grain was planted for the support of the live stock, about 100 acres of land was prepared for the cultivation of the ramie. The cultivation by seed was not adopted, being of slow growth and at best uncertain. Sufficient roots were obtained with considerable difficulty, so much so that only 85 acres were put under cultivation. The method pursued

Planting. was to plough and prepare the land, taking care that the earth was well pulverised. Then ridges were formed in the way usual for sowing cotton. The ridges were 4 feet apart, and each root or

Manure. piece of root from 3 to 4 inches long, and less than 1 inch broad, was placed in the furrow previously prepared of about 5 to 6 inches deep, and from 12 to 18 inches apart. The ridges or rows were slightly enriched with stable manure, and before a week the sprouting was distinctly seen, and before 48 hours the

* Sent to Royal Gardens, Kew.—Ed.

lines were well marked. Four months afterwards, when the growth had become rapid and the crop was 7 to 9 feet high, and well matured for cutting, there was a severe drought of several weeks, followed by hailstorms and heavy rain, all of which the plant withstood with little or no injury.

Roots planted in June (the worst time of the year for planting) were ready for cropping in October. June planting was imposed upon me from the fact of difficulty in obtaining roots in time for the next month for planting, *i.e.*, February. The crop, as we had it, although a first yield, proved abundant, and was cut and gathered in less than 24 hours. The new growth commenced, and in November I had a stand of nearly 4 feet, when there came a severe freeze and cut it to the ground. The dried or injured stalks were shaved down, and now, in the month of January, the growth is fully 4 feet high. The unprecedented warmth of the late season must be taken into consideration, and as it is only reasonable to suppose that during the month of February there will be a freeze, it will again retard its growth towards the maturity usually looked for in the latter part of February. Three crops a year in a tropical climate is a certainty, and two may reasonably be expected in Louisiana with considerable profit. After the first planting, the roots being perennial, it is simply a continual successive growth requiring little or no cultivation.

Growth.

Effect of frost.

I have decorticated and obtained, so far, several bales of 500 pounds each of fibre, and as yet there are no market reports as to price.

It is intended to put in cultivation 250 acres of plant, the planting to commence during the month of February, for which purpose there is an abundance of roots, sufficient to plant 500 acres or more.

Decortication.

This enterprise of ramie culture in Louisiana may be said to be in its incipiency, although for a long time it has been considered desirable to cultivate a product more certain and free from the common enemies to which cotton and sugar is subjected; yet no one would do more than plant small patches of no earthly use, except to gaze at and talk about. I have made this essay boldly, and that it is a success even in a climate only semi-tropical I have made evident.

Previous operations.

There is an opinion prevailing that there has not yet been produced a decorticator that can perform its work effectually. This was true years ago when decorticators were sadly inefficient, and now the unbelief aids the natural inertness of these southern people.

I give you here the results obtained from the Schiefer decorticator, over the signature of an engineer whose assistance I called in to aid me.

The "Schiefer" decorticator.

One hundred pounds of fibre an hour is a magnificent work, and I am satisfied that it will be found difficult to construct a machine that will yield more, although this is an age of progress, and no doubt improvements will be made.

Bad effect of wet soil.

The "Schiefner" was worked by an eight-horse power engine. One machine is sufficient to take off a crop of 100 acres, or more in profitable time.

Contrary to all ideas that ramie would grow healthily in wet and undrained lands, I found that the plant perished if water remained sluggishly on the ground between the roots. My crop was taken off with a mowing machine, and under some difficulty, in consequence of my planting in ridges.

Future plans.

My future planting will be on a dead level—in rows only two feet apart—in beds of 20 feet, 40 feet, or 60 feet wide, and as long as the field allows: each bed to be apart sufficient to allow mowing machine and mules attached thereto to enter on their work, moving round each plot or bed comfortably. When planted in the way I shall take in future, the ramie will at last grow thickly together, thus preventing branching out of arms, and forcing the stalk to grow straight and high, and I am satisfied we shall have the stalks fully 12 feet tall.

Value of the fibre.

The fibre in its rough state is worth about 10 c. a pound; when degummed and bleached, it will bring from 60 c. to a dollar a pound, according to quality.

During the process of degumming and bleaching there is a loss of at least from 30 to 40 per cent. of fibre; but even if a loss of 50 per cent. is sustained, the difference of price is more than compensatory.

There is a movement in Mexico to pursue the cultivation of ramie and other fibres with which that country abounds, and I am invited by the highest authorities to aid in establishing the plant.

The certificate mentioned in the above is as follows:—

"New Orleans, January 9, 1890.

Certificate of results in decorticating.

"This is to certify, that at a trial made about the 19th day of November, 1889, of the decorticator on Oakbourne Plantation, near the town of Lafayette, Louisiana, the result was 19 lbs. or 19½ lbs. in 15 minutes. This was done with ramie only partially dried on the boiler, and was fed to the machine more or less tangled, and some of it had branches, all of which was a disadvantage to the decorticator. In regard to its capacity, I am of the opinion that with ramie properly dried and straight (without branches), and fed straight to the machine, the lowest possible capacity would be 100 lbs. per hour.

(Signed) "P. W. DIEUDORF."

Another report on a kindred subject, furnished me by Dr. Chambers, reads thus:—

Power of decorticator.

"The decorticating and degumming fibre machine, to which I called your attention, produces from 3,500 lbs. to 4,000 lbs. per two-horse power, with four men to feed the vegetable stalks to the mashers per day. The machine that has been built and erected on Metarie ridge, on the property of Mr. Fred. W. Eichbolz, was invented by and patent granted to Charles Johnson, by Patent

Department, U.S.A., June, 1888; but the sole right and use now transferred to Mr. Eichbolz and Dr. M. Chambers.

"This decorticator breaks thoroughly all the woody matter and separates it from the fibrous plants without the least injury to the fibre. The gum-washing machine attached removes all the gummy residue entirely from jute, ochre, and other fibrous plants, containing long and silk like staple. There is no necessity to strip the leaves from jute or ochre or break off the end. When the plant has passed through the breakers there is not a particle of woody matter left. It is then put into a box containing only pure water, permitted to rot, and then passed into the gum-washing machine. This done it is washed, dried, and baled for market. Process of decortication.

"Jute has been cultivated in India for centuries, but only lately has it attracted the attention of the planters of the Southern States of America. In the cultivation of jute a warm humid climate is essential to success. It will grow upon comparatively dry lands or in flooded valleys. The land intended for a jute crop must be thoroughly broken up. The time of sowing the seed varies with the condition of soil and climate; March and April are the best months for sowing. The seed is sown broadcast from 15 to 20 lbs. to the acre. It matures in 12 weeks, and grows to the height of from 12 to 18 feet. The yield is from 3,000 to 4,000 lbs. of fibre to the acre. It is cut while the plant is in flower, because then the fibre is glossy. It ripens about five weeks after it flowers, and then it loses much of its commercial value, as the fibre becomes woody. Jute. Sowing jute. Cutting.

"The okra plant has been worked with great success. It is easier cultivated, will grow on any southern soil, requires but very little attention, and when passed through same process as jute in the decorticating and degumming results in a long silky fibre, glossy, and superb in length. Okra will produce same amount of fibre as jute and much easier to work, as it will rot sooner than jute, and for cordage, twine, bagging, matting, upholstery work, mattrasses, pillows, &c., for all of which the okra fibre has been fully tested, it is equal to any vegetable fibre. With this machine, herein described, have worked sisal, henniquin, ramie, bear grass, and all with success, as the mashers are so arranged as can change to work any fibre needed." Okra.

Dr. D. L. Phares, who occupies an important position in the Mississippi College and Experimental Station, and is a practical farmer, has written an article on dishorning cattle which may be summarised thus:— Dishorning cattle.

"There is no danger and not much pain in dishorning cattle, if the work is skilfully and quickly performed at the proper season of the year, and properly attended to until the healing process is complete. The cattle should be in good order and well fed.

"Several strong reasons are given why cattle should be dishorned:—

"First—Cattle hook and torment each other, the stronger

Reasons for dishorning.

constantly persecuting the weak; horns are used as tormentors, not usually as a protection. Strong cattle with sharp horns are the tyrants and persecutors of weak and helpless cattle in the herd, and dishorning makes them peaceable and harmless.

"Second—A great many more cattle can be made comfortable in the same area of pens or yards without horns than with them. Hornless beeves suffer less in railroad cars than horned cattle.

"Third—Dr. Phares says that beeves fatten better without horns than with them, and milch cows are benefited by dishorning. After the healing process is complete, the cows give more and richer milk after being dishorned.

"Fourth—To prevent the necessity of dishorning, the miniature horns on calves should be removed with a sharp knife, removing the hair and button with one quick cut. The pain is not severe, not so much as a single stab by a sharp horn might give, and then the pain is over; the hooking propensity of the animal and the horn are both nipped in the bud, and you have a peaceable Galloway or Muley, home-made and disarmed for life."

Operation on calves.

Pensacola (Florida).

Mr. Vice-Consul Howe reports as follows:—

Agriculture.

I endeavoured in my last yearly report on agriculture at and around this post, and, to some extent, in the State of Florida, to give a few points of interest to agriculturists in the United Kingdom; but particularly did I think that the report might be of service to tillers of the soil in the tropical and semi-tropical portions of the British possessions abroad, where the climates are more like the climate of this portion of the United States. This is not a topic of much scope from this quarter; I shall, however, again try to give some further points of interest in connection with the subject.

Kitchen gardening

As simple as the cultivation of vegetables appears to be, still it requires a little skill, which must be acquired by experience. A good garden, properly cultivated, should supply the table with a succession of crops throughout the growing season, and many families here are supplied altogether from their own gardens. In selecting a spot for the garden the situation most suitable would be towards the south-east, that it may have the morning sun. Planting near trees should be avoided, as their roots would exhaust the soil, and the shade injure the crops. A garden should be laid out in a convenient and attractive manner: "a garden containing half an acre well cultivated will produce sufficient vegetables to supply a moderate-sized family throughout the year."

Market gardening.

This is a business very much followed at and around Pensacola, and throughout the State of Florida; and much success, apparently, attends those at Pensacola and its vicinity following this gardening business for a living. It is said that 10 acres in vegetables, well cultivated and properly managed, will prove more profitable than a 50-acre farm producing the ordinary farm crops. I have

been informed that a few heads of cabbage will, in frequent seasons, sell for as much as a bushel of corn; and a few bunches of early asparagus for as much as a bushel of wheat. Good vegetables will always sell at a good profit, and hungry cities can rarely be overstocked with them.

In my last yearly report on agriculture I enumerated most of the vegetables grown here, and especially made mention of some of them as regards their cultivation, &c. I shall now bring in some vegetables not written upon directly in my last report. Last report gave most of the vegetables. Refer to more in this.

I have before me a paragraph, in a recent issue of the "Times," from which I see that Lord Dartmouth, when lately expressing his approval of the "Fruiterers' Company" for the encouragement of fruit culture in the United Kingdom, remarked that, in addition to his thorough approval of the object, he would be very glad if it shall be found possible to establish in different localities local orchards and fruit gardens, so as to prove to the neighbourhoods what kinds of fruit trees and plants best suited particular soils. His lordship also remarked that he particularly hoped that the culture of the tomato—though, as he said, "not strictly speaking a fruit," and which was imported from foreign countries in large quantities—would not be lost sight of in connection with the movement. His lordship could hardly, I think, have picked out a vegetable article (I certainly think it is more vegetable than fruit) of greater value in domestic life to refer to than the tomato. I learn from a publication on agriculture that "35 years ago this vegetable was considered unfit for the table, and now there are none more popular." Numbers of acres of the tomato are annually grown at Pensacola and in its vicinity, and quantities of them are daily sold throughout their season in these markets. Tomato.

The tomato will grow almost anywhere, I believe, with but very little trouble, and the various ways in which it can be used adds to its value. The tomato can be presented in several ways, and serves as a nice sweet to fall back on at any time. It is delicious in soups and in so many other dishes, and is canned in large quantities throughout the United States for home consumption, as well as for shipment abroad. The tomato easy of cultivation.

It is said to be a point of good gardening to have this dish (the tomato) early, to accomplish which "sow in a spent hot-bed early in spring, and air freely in fine weather. For a late crop sow the seeds in a very warm spot of the garden, and cover them up at night or during cold weather with boards. When the weather becomes mild and pleasant, transplant them in a sheltered part of the garden facing south or south-east; as the plants advance support them with a few branches or tie them up to stakes. The earliest plants should have their tops pinched off as soon as they have set their fruit, which will cause them to ripen earlier. It is also a very good plan to plant a few plants in flower pots or boxes very early in the season, and place them near the glass in a green-house, or even on a window-sill. Keep them well watered to encourage their growth until the weather becomes settled, then Point of good gardening.

transplant them to the garden, this will greatly increase their earliness. Most cultivators allow their tomato vines to grow wild and support themselves: they, perhaps, have never given it a thought that by training and properly pruning them they will not only increase their productiveness, but the fruit will ripen better, and be of a much finer quality. This is really the case: besides, it looks more orderly and much prettier to train or support them. There has been no vegetable so highly improved as the tomato. The old varieties are to-day valueless in comparison with those of recent introduction."

Favourite varieties.

A few of the favourite varieties of the tomato grown here are the "Acme," which is "perfection in its beauty, solidity, and earliness;" the "Paragon," a "very popular variety, colour bright crimson, smooth, solid, of excellent flavour, bears transportation well, very productive, an excellent market variety;" the "Yellow Plum," used for preserving; and the "Red Pear or Plum-shaped" varieties, for producing their fruit in clusters, desirable for preserving or pickling purposes.

The tomato is said to have a special tonic effect upon weak eyes.

Lettuce.

Several varieties of the lettuce are planted here from early spring to early summer. When up, they are trimmed out to eight inches apart, but to have good heads they must have rich soil. Among the favourite varieties here are the early Dutch butter, which is a celebrated and entirely distinct variety, and is very popular; it produces white solid heads about equal to a cabbage. The improved royal cabbage stands the heat, and is remarkably adapted to warm climates, or for planting to succeed early varieties. The drumhead cabbage variety is said to be quite hardy, and an excellent summer variety.

Okra.

The okra is a highly esteemed little vegetable; it is used particularly in soups. A separate dish of boiled okra at table is very nice, served with its appropriate dressing. The okra is the chief component in the dish called gumbo—okra, or gumbo, the vegetable is sometimes termed—which is a highly-flavoured stew, made principally of fowl, fish, or oysters; and this dish is very nice, and very often introduced at table in these parts. The okra grows extensively in the British West Indies, and is of superior quality there. The seed is sown here, late in spring, in rich soil. It is said that the grown pods of the okra may be preserved for winter use by cutting them in halves, and stringing them to dry; also that the seeds can be ripened, which, when roasted, make a very excellent substitute for coffee.

Onion.

The onion is, I think, one of the most nutritious vegetables grown. To grow the onion successfully the soil cannot be too rich, and, however good it may be, it requires manure for every crop. I do not think that the onion is much grown, or that it attains much of a size around here; at least, I do not hear of or see many that are grown at Pensacola. Quantities are brought here from other places—the western markets particularly. The onion is extensively grown in the island of Bermuda, and is, I

think, quite an article of commerce there for shipment abroad; but it is not, I believe, grown to any extent in the other British islands of the West Indies. I think the climate in most of the other islands is hardly suited—too much continued warmth, or not, at times at least, enough cold. Among the several varieties the improved Bermuda is highly recommended to southern cultivators in these parts by the large seed suppliers of the north.

Cabbage. Cabbages are not, as a rule, successfully cultivated at and around Pensacola. Those grown by the gardeners here do not, I think, come up to such head and size as the cabbages grown in the northern and western portions of the United States, and of which a large quantity are brought to the Pensacola market during the season.

Cabbage-worm. I see that to destroy the cabbage-worm—a great pest in the cultivation of this vegetable—the plants should be syringed with strong tobacco water. A few applications will destroy the worms entirely. A mixture of paris green and plaster is still more effective, but should not be used after the heads are forming.

Peas. Peas of many varieties are grown here. It is very essential to a well-cultivated garden to have a full supply of this indispensable vegetable throughout its season. The planting of peas begins in spring in the southern climate. The market gardener is advised that the pea is one of his most important and profitable crops, and that he cannot bestow too much care in the seed selected for sowing. The pigeon-pea of the British West Indies I have never seen here, still I think it could be easily cultivated in these parts. It is a delicious pea, and may be served in several ways. At Barbados it is dried, and may be had in quantities thus, at any time I believe.

Irish potatoes. As I remarked in my last report on agriculture, Irish potatoes are grown here very extensively, but they do not attain a large size as a rule; still, they are very nice in flavour, and are sown and reaped in large quantities; they are sown in the early spring and reaped in early summer. It is said that this potato requires a rich sandy loam, with very liberal and clean culture, and that thoroughly decomposed manure is the best to apply, and that when that is not abundant bone dust or guano should be added.

In the island of Bermuda the Irish potato is successfully grown, and as well as the onion, as above mentioned, is there, I believe, quite an item in the trade of that island.

Preservation of potatoes. I see in an American publication of the Northern States on agriculture that "it is a matter of no small importance to the farmer to be able to keep his crop of potatoes in good condition through our long winters, and to offer them for sale free from blemish or mildew in the spring. A well-kept potato generally brings three or four times its value in market in early spring than the same stock will if sold in the fall, paying an extra profit over and above the cost of storing, handling, and care required; of the three methods of storing in general use, each has its champions. They are: storing in barrels, bins, heaps or pits. The advantage of placing in barrels is, they can be easily handled, do not suffer

from abrasion, can be readily looked over, and, if disease presents itself, it can be checked or removed. When thousands of bushels are raised on one farm, this method cannot be followed, on account of the time and expense involved. Bins are largely used by our large farmers, especially those near large cities, as the roots can at any time be reached and made ready for market. A dry, cool, well ventilated cellar, with the light excluded, is the best place for storing them. It has been found very advantageous in preventing decay to sprinkle lime in the barrels or bin at the rate, say, of 1 lb. to each barrel. It acts as an absorbent, and neutralises the earthy odours, thus directly acting as a preventive of decay to the roots. The importance of excluding light from potatoes, and keeping them as cool as possible, cannot be over-estimated as a means of preserving the crop."

Sweet potatoes.

Remarks about the sweet potato are, I think, only of interest to those in the tropical parts of the British possessions. As stated in my last report on agriculture, the sweet potato is, in the British West Indies, a leading article of food, particularly amongst the negroes. For the benefit of cultivators of the sweet potato in the places above alluded to, I give, as follows, some extracts from a Pensacola paper about the sweet potato, whereby an idea appears to be put forward as regards its presentation, and its being thereby made a constant commercial commodity. The paper, obtained from a practical and extensive agriculturist at Pensacola, gave his views to the effect that "the sweet potato could be desiccated. It may be evaporated in the manner in which you would proceed with pears or other fruit. You would just slice it up as you would for stock feed and exhaust it of its moisture. Like dried fruit, it will retain its saccharine, and as well its nutritious, properties. One of these days the business of drying sweet potatoes for the export trade will be a profitable industry." The worthy and well-informed gardener who gave his views, as above shown, also added that "the dried vegetable might be sent to various points in Europe, and to different points in South America also. It is peculiarly a product of the temperate zones." He further stated that he "lived in Mexico for a while, and it does not thrive in that country. The latter is too near the equator. Besides, the soil there is not adapted to the sweet potato production. The vegetable thrives best in our sandy lands. It may be grown so easily, cheaply, and abundantly in the southern parts of the United States, more so than in any other part of the globe, that the ramifications of an export trade in the article might be extended to embrace the uttermost parts of the earth, it being one of the cheapest of cheap and good food products." The gentleman is a practical and well-to-do farmer, and expresses "his intention of operating an evaporator on his surplusage of fruit next season, and incidentally he will try his hand on the desiccation of the sweet potato—merely in a tentative way." It is his "conviction that some day such an industry will be of profitable prosecution in the south."

Now, there certainly appears to be food for the reflection of

scientists in agriculture in the ideas above given. And if the desiccation of the sweet potato can be brought about for commercial purposes, will not our own colonies of the tropics be able to do a large, a very large, portion of the suggested trade?" What an industry might be worked up in the British West India islands if it be found practicable to preserve the sweet potato, as suggested.

Beet. The beet is extensively grown in and around Pensacola, and the cultivation of it is very successfully carried on here, and it attains very large size and is of excellent quality. It appears that the variety of the beet termed "mangel" is held in high repute. I learn that the cultivation of mangels has long been one of the most extensive root crops grown in Great Britain, and is becoming a very popular crop with the farmers of this country, who are gradually learning by experience that it is not only the best and cheapest food for their stock during long winter months, but one that is greatly enjoyed and eagerly devoured. Their cultivation is simple, and after sowing and thinning out the young plants, they will require no more care than a crop of potatoes: cultivating and keeping clear of weeds is all that is necessary. On good, rich sub-soiled ground, from 600 to 1,000 bushels can be grown to the acre. In feeding them they should be sliced, and if steamed and mixed with a little bran so much the better. Five lbs. of seed is required to sow an acre.

Fruit. Turning now to the cultivation of fruit in Pensacola, and throughout the State of Florida, I must point to the remarks in my last agricultural report as regards the leading kinds so successfully grown hereabout—pears, peaches, figs, grapes, strawberries, and (to be written upon separately) the orange. Most of the first above-named fruits—the orange is not successfully cultivated at and around Pensacola, but in the suitable parts of Florida—form quite a large revenue to the gardeners.

Oranges. The orange I must especially refer to again in this report. I wrote upon it at length in my last, and then endeavoured to impress upon our people in climates like this—particularly those of the British West Indies—that they ought to do a large proportion of the trade that is done in this country, as well as in other places by the growth (the increased growth) and export of oranges. I pointed out that I believed, with energy and push and the attention given there, the same as here, on business principles, that they would to a large measure be successful. I was much pleased to see lately that a movement had been made in some of the islands to export oranges and bananas thence to the United States. The island of Jamaica (distinct from the Windward and Leeward group, however, which I mostly refer to) now brings her fruit trade up to or beyond her (formerly considered) chief staple, sugar and molasses, &c. I see by "Whitaker's Almanack" for 1890 that "the chief articles of export in order of importance from Jamaica are:—Sugar, 288,402*l.*; rum, 202,420*l.*; tropical fruits, 337,652*l.*; coffee, 321,440*l.*; dye woods, 360,750*l.*; pimento, 44,728*l.*" This statement is for the year 1888, and it will be

seen that fruits, principally oranges and bananas, were beyond all other exports, except dye-woods. The island of Montserrat also is successful in the growth of the lime, 100,000 gallons of lime-juice being exported from that island yearly, according to "Whitaker's Almanack."

I see by "Cassell's Concise Cyclopædia" that during a year, some time past (1880), the oranges and lemons imported into Great Britain amounted to 3,658,799 bushels. It may be that the yearly importations of these fruits have much increased in the United Kingdom since the year given.

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Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 3 | 90—H & S 808)

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1890.

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No. 661.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1889

ON THE

TRADE, &c., OF TEXAS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 458.

Presented to both Houses of Parliament by Command of Her Majesty, MARCH, 1890.

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BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

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UNITED STATES.

GALVESTON.

Consul Lyall to the Marquis of Salisbury.

My Lord, *Galveston, February* 19, 1890.

I HAVE the honour to enclose Consular Report (Commercial) for 1889.

I have, &c.
(Signed) WALTER T. LYALL.

Report on the Trade and Commerce of Galveston for the Year 1889.

Imports and exports, foreign trade, shipping, &c.

The great bulk of foreign export from Galveston is cotton and cotton-seed oilcake.

COTTON.

	Quantity.	Value.	
		Currency.	Sterling.
	Bales.	Dol.	£
Exported to England ..	305,095	15,207,671	3,160,000
Other countries	150,501	7,527,583	1,567,000

OILCAKE.

	Quantity.	Value.	
		Currency.	Sterling.
	Lbs.	Dol.	£
Exported to England ..	51,015,854	482,981	106,000
„ Germany and Netherlands	43,378,145	399,433	83,100

The total value of foreign imports during the year 1889 is 507,957 dol. (105,750*l.*), of which 238,503 dol. (49,670*l.*) was from Great Britain.

The number of British steam and sailing vessels entering Galveston during 1889 was as follows:—

	Vessels.	Tonnage.
With cargo	31	129,272
Without cargo	81	20,618
Number of British vessels cleared with cargo	121	129,272
Number of U.S. vessels entering with cargo	28	10,166
Number of U.S. vessels cleared with cargo	26	10,883

Texas as a field for emigration.

Texas has a brilliant commercial future, and, being comparatively close to Europe, will always attract its share of transatlantic emigration. Its advantages are a fertile soil, and, for the most part, healthy climate and immense undeveloped commercial, agricultural, and mineral resources. Its progress is, however, checked by the high customs tariff and by the prevailing spirit of lawlessness.

Trusts.

I have already, in my Consular reports for 1887 and 1888, fully described the action of the tariff and the disastrous effects on the commonwealth of the commercial corners, rings, trusts, &c., which are its offspring; it is therefore hardly necessary to go over the ground again. I may remark, however, that the Hon. Joseph Abbott has (January 19) entered the lists in Congress, with a Bill directed against these abuses.

This Bill, after clearly defining the action of rings, trusts, and combinations to raise prices of necessaries, and the evil therefrom resulting, proposes the following remedial measures:—

Section 2. That the formation or organisation of a trust in any State or States for the purpose of controlling or limiting the price of any product, merchandise, or commodity, or forestalling the market value of any such product, merchandise, or commodity in any other State or territory of the United States or the district of Columbia, is hereby declared to be against public policy and unlawful.

Section 3. That the formation or organisation of a trust within the territories of the United States or the district of Columbia is hereby declared to be against public policy and unlawful.

Section 4. That any person acting in his own behalf, or as the agent, attorney, or representative of any firm, copartnership, corporation, or any association whatever, who shall aid, directly or indirectly, in the organisation of a trust, or be in any manner interested therein, or who shall, after the passage of this Act, knowingly aid in the business of a trust heretofore organised, or be in any way interested therein, shall be deemed guilty of a misdemeanour, and upon conviction thereof shall be fined in any sum not less than 500 dol. and not more than 10,000 dol., or by imprisonment for any period of time not less than three months, and not more than two years, or by both such fine and imprisonment, in the discretion of the court.

Section 5. That all contracts or agreements made by a trust, or by any person, firm, or association of persons, or corporation acting for a trust in furtherance of the object of such trust, are hereby declared to be against public policy and unlawful, and the district and circuit courts of the United States shall not take jurisdiction or cognisance of any controversy arising out of any such contract or agreement.

Section 6. That whenever it shall be made to appear to the satisfaction of the President of the United States that a trust has been or is about to be organised for either of the purposes named in the first section of this Act, and that the merchandise, product, or commodity, or the like thereof, covered or proposed to be covered or handled by such trusts, when produced out of the United States is subject to import duty when imported to the United States, he shall be and is hereby authorised, if in his opinion the public welfare require, to suspend in whole or part the collection of the duty or duties now fixed by law upon such merchandise, product, or commodity for such time as he may deem proper.

Section 7. That all laws in conflict herewith are hereby repealed.

It is unlikely, however, that the Bill will pass.

Of lawlessness there continue to be many sad instances. Some acts of violence are connected with racial quarrels; others are in encounters with firearms, or in interference with the course of justice.

Agriculture in Texas.

The statistics (agricultural) for 1889 are not yet printed, those for 1888 containing over 400 pages, lately published by the Agricultural Commission. Mr. Foster shows very considerable agricultural progress to have taken place. They may be summarised as follows:—

Number of counties in Texas	245
Number of counties organised	200
Area of state—square miles	252,696
Population, 1880	1,591,749
Estimated increase to January 1, 1890	604,696
Population (estimated) January 1, 1890	2,196,439
Summaries of agricultural products—	
Cotton, acres planted	3,483,181
„ bales produced	1,243,908
„ value	48,466,412 dol.
Corn, acres planted	3,224,104
„ bushels produced	76,607,312
„ value	26,211,177 dol.
Wheat, acres planted	386,120
„ bushels produced	4,850,002
„ value	3,440,984 dol.
Oats, acres planted	567,468
„ bushels produced	17,845,666
„ value	4,774,429 dol.
Barley, acres planted	6,559
„ bushels produced	195,996
„ value	89,227 dol.
Rye, acres planted	7,549
„ bushels produced	87,051
„ value	63,071 dol.

Millet, acres planted	66,997
„ tons produced	117,893
„ value	822,403 dol.
Sweet potatoes, acres planted	45,685
„ „ bushels produced	5,127,729
„ „ value	2,264,890 dol.
Irish potatoes, acres planted	9,768
„ „ bushels produced	1,134,152
„ „ value	641,957 dol.
Hay, cultivated, acres in	40,395
„ „ tons produced	94,225
„ „ value	666,061 dol.
„ prairie acres cut	182,240
„ tons produced	226,163
„ value	1,223,174 dol.
Sugar cane, acres planted	15,456
„ „ barrels sugar produced	41,237
„ „ value syrup	717,016 dol.
„ „ barrels sugar produced	36,484
„ „ value sugar	746,210 dol.
Sorghum cane, acres planted	36,476
„ „ barrels, syrup	63,484
„ „ value syrup	1,049,139 dol.
„ „ cut for hay, acres	58,988
„ „ tons hay cut	197,456
„ „ value hay cut	1,117,807 dol.
Cotton seed, tons produced	621,954
„ „ value	4,353,678 dol.
Melons, acres in	10,137
„ value	384,350 dol.
Vegetables, acres in	24,181
„ value	2,176,726 dol.
Peaches, acres in	60,578
„ value	1,515,756 dol.
Apples, acres in	10,724
„ value	319,115 dol.
Pears, acres in	878
„ value	34,583 dol.
Plums, acres in	2,729
„ value	59,549 dol.
Grapes, value	148,975 dol.

Total acres planted	8,236,598
Total value produced	100,543,479 dol.
Number tenant farmers	90,521
Number hired farm labourers	52,399

The above shows an increase in cotton and corn acreage over 1887, but a reduced price.

The acreage of wheat, barley, millet, &c., is reduced, caused by the abandonment of many farms in the dry western and northern districts (" faute d'irrigation "). Some of these, however, have since been reoccupied, and it is probable that the statistics for 1889–1890 will show considerably increased productiveness.

The large amount realised from cotton, the staple export, given at 48,466,412 dol., joined to 4,353,678 dol. from cotton-seed oil and oilcake, though apparently enormous, actually only averages 15 dol. 16 c., or about 3*l.* value of yield per acre, while the value of the sweet potatoes or yarn crop averaged 49 dol. 55 c., or nearly 10*l.* per acre; and of the sugar-cane, in consequence of the prohibitive import duty on sugar, to 94 dol. 66 c., or nearly 20*l.* per acre.

In fact, the statistics show that more money is likely to be made in Texas by cultivating sugar cane, potatoes, vegetables, and fruits than by cotton and corn, the two staple industries of the Southern States.

This bears out the experience of many Anglo-Indian planters, who discovered later on that they could have realised more money by such products than by tea, coffee, and indigo, the prices of which are in a manner under control by brokers and syndicates, and which have to pass through many hands.

Mr. Forster, the agricultural commissioner, states that there is, in Texas, one tenant farmer to every five adults of the rural population, which he places at 452,605.

Tenant farmers and farm labourers comprise a third of the entire adult population of Texas; another third is composed of shopkeepers, mechanics, and townspeople generally; and the remainder of landowners, cattlemen, cowboys, the local officials, fishermen, hunters, gaolbirds, outlaws, people of no occupation, and negroes, of whom alone there are said to be half a million* in Texas.

An agricultural population of under 500,000 in a country as large as France and Belgium shows that there is an immense area of land still awaiting cultivation.

Irrigation.

The great *sine qua non* of Texas is irrigation. The soil, from east to west, north to south, only requires water properly laid on to be a paradise and garden of productive enterprise.

The water is to hand in the great unfailing rivers the Trinity, Brozos, and the Rio Grande, which intersect the country, to say nothing of the innumerable magnificent reservoirs and artificial lakes, which could be cheaply constructed in the hilly districts, which are admirably adapted by nature for the purpose. Next comes the road question. The richest lands in Texas are the black, cotton soil counties, a precisely similar formation to that of the Central Indian Provinces, Goojerat, the Deccan, &c., in India.

This soil, which cracks and crumbles during dry weather, becomes during rainy weather a gluey sludge, over which all transport—unless regular macadamised roads are constructed—becomes impossible, wagons, carts, &c., sinking at once to the axle.

Export trade.

Hence the export trade is often at a standstill for weeks at a time, simply because it is impossible to feed the lines of railway which convey produce to the seaports. It has frequently been proposed to utilise the abundant convict labour of Texas in road-making, but this commonsense idea is negatived on the score of expense, which would be incurred for guards to watch the convicts and prevent their escape *en masse*, so that the question is still pending; and we have a vast and fertile country, with railroads, it is true, but without ordinary roads, *i.e.*, none in rainy weather, no farther advanced, in fact, in that respect than Turkey, Persia, or India before British occupation; worse, indeed, if anything.

* At the present rate of increase of the negro population, there will be a million negroes in Texas by the end of this century.

Climate. Another requisite is acclimatisation. The climate of Texas and New Mexico is very much that of sub-tropical Asia, only moister. We find great heat to prevail in summer, and the winter season is warm throughout, but interspersed with streaks of cold weather, whenever the wind happens to be from the north-east, north, or north-west. Consequently, the cereals, domestic animals, fruits and vegetables, which would succeed best, are not those of northern countries.

Cattle. For Asiatic cattle, especially Indian, for Asiatic buffaloes, fat-tailed Arabian or Syrian sheep, Indian and Persian goats, *et hoc genus omne*, the climate and soil is excellently adapted, and their introduction would, I am convinced, be most profitable.

Arab, Persian, and Syrian breeds of horses and ponies would also improve matters, while the fruits and vegetables of China and Northern India, the oranges of the Himalayas, mountain bananas, mountain sugar-cane, and certain cereals, which resist alternatives of heat and cold, would succeed admirably.

None of these improvements have yet been taken in hand, the fact being that there being no State acclimatisation, or other society for the purpose, private landowners, farmers, &c., are individually unable or unwilling to incur the expense. Most Texans also have been educated into a notion that they are ahead of the rest of the world in arts, arms, science, and civilisation, that what Texas does not know is not worth knowing, and consequently turn a deaf ear to suggestions, especially if made by the outside European.

If driven to confess shortcomings, the excuse made is invariably that Texas is "a new country," "that we shall have everything in time" and put everything to rights, "Rome was not built in a day," &c.

But Australia, Tasmania, and New Zealand are younger colonies than Texas, which was annexed from Mexico as long ago as 1836; and the Texans, when they took possession, found ranches and cattle runs ready stocked, horses, &c., all ready to hand, whereas in Australia we found nothing but a desert. Australia, again, is at the antipodes, whereas Texas was at the door of the United States. Besides the natural resources of Australia are, with the exception of climate, far inferior to those of Texas, especially as to its rivers.

Yet the Australian colonies have developed since 1850:—

1st. A magnificent breed of horses, largely and profitably exported to India for army and other purposes.

2nd. The finest draught cattle in the world.

3rd. Excellent breeds of sheep, exporting millions of dollars worth of wool annually to England, Europe, and even to the United States.

4th. An extensive mercantile marine trading with China, India, the Archipelego, the Pacific Islands, and Japan, and even to Western America.

5th. They have developed extensive coal, copper, and other mining industries, railways, roads, a thoroughly efficient police, and a respectable volunteer army.

6th. Numerous manufacturing enterprises of all descriptions.

None of the above industries and inprovements are possessed by Texas, with the exception of railways, constructed and owned by northern capitalists and run to suit their views.

Australia has also imported and acclimatised vines, melons, and all sorts of fruits suitable to the climate, and she produces wines which rival the best European vintages; and all this progress has been quietly acheived, without one quarter of the fuss and flourish of trumpets which in the Western States herald the tracing-out of a bogus town in a desert, or the opening of a single line of bad railway leading nowhere.

The deep water question.

The littoral of Texas is a peculiar one, the water deepening outwards from the shore, very gradually, at the rate, roughly speaking, of not more than one fathom or six feet to the mile, along the whole seaboard from New Orleans to the Rio Grande. The bottom is composed of hard, smooth, but shifting sand.

Thus at one mile from the shore the depth is one fathom, at two miles two fathoms, and so on, consequently vessels of heavy draught anchoring in the roads off any particular port or harbour have to ride at a distance of five or six miles from land.

The extensive inland bays, which line the northern coast of the gulf for hundreds of miles, are for the most part lagoons of an average depth of nine or ten feet only, and bars of sand accumulate both at the mouths of these bays and of the great rivers. The question is to secure permanent deep channels over or rather through these bars, at the most advantageous commercial points, and thus to attract foreign shipping, and develop outlets for the enormous and ever-increasing produce of the Southern and Western States, which, principally in consequence of the difficulties experienced in loading seagoing vessels on the gulf, is now either conveyed expensively by railroad to Atlantic ports,* or not conveyed at all. In 1888 the States west of the Mississippi river produced more than 500,000,000 bushels of Indian corn and maize in excess of the local demand. The total tonnage of this surplus product was 16,065,000 tons. In that year (1888) the surplus breadstuffs of the Western States, most of which was exported, amounted to over 20,000,000 tons.

The harvest of 1889 is expected to far exceed this estimate, *i.e.*, the statistics of Kansas alone showing a surplus of 150,000,000 bushels of corn.

In fact, the Great West not only supplies the European import demand for bread and beef, but for cotton also; and the difference in distance of railway transport in favour of the Galveston and Gulf route from as many as twenty different western States and territories averages 651 miles from each.

It is also shown that if these 20 States could forward their produce to Europe by way of the Gulf of Mexico instead of, as

* The Arkans and Missouri farmers are said to be largely using Indian corn as fuel at the present writing.

at present, by the Atlantic ports, a saving of at least 120,000,000 dol. per annum would be effected.

The plans for opening out all these ports, or passes as they are called, are similar, being copied from those in use for many years in Europe, consisting of confining the tides and river currents between jetties, and thereby causing a "scour" at ebb tides, at the same time preventing the lateral currents along the shore from depositing fresh sand in the channel.

Harbours.

Operations have been going on at Galveston for the last two years, and three miles of solid jetty, composed of hugh blocks of stone quarried in the interior, has been constructed.

This three miles of jetty has, it is asserted, already deepened the water on the bar, but the jetty will require prolonging for another four miles before the proper effect is produced. The corresponding northern jetty, commencing from Bolivar point, which will be five miles in length, has not yet been commenced. The total estimate is 7,000,000 dol.

Work is also being carried on at the mouth of the Brazos river, 60 miles, and at Aransas pass, 200 miles, to W.S.W. of Galveston, at both which points it is estimated that from 20 to 30 feet permanent deep water is obtainable, and for far less cost than at Galveston.

The Aransas pass plan would open out a fine harbour (perfectly sheltered behind St. Joseph's island), of an average depth of 12 to 30 feet. The Aransas pass is indeed altogether the cheapest available point on the gulf as regards first cost, but all other requisites—docks, warehouses, wharves, railways, and city—would have also to be constructed, whereas Galveston is a ready-made seaport, only requiring a deep-water channel of communication to make her the great export mart of the Western States.

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By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 3 | 90—H & S 819)

FOREIGN OFFICE.

1890.

ANNUAL SERIES.

No. 664.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF THE CONSULAR DISTRICT OF BOSTON.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 499.

Presented to both Houses of Parliament by Command of Her Majesty,
APRIL, 1890.

LONDON:
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BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

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1890.

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Reference to previous Report, Annual Series No. 499.

UNITED STATES.

BOSTON.

Consul Henderson to the Marquis of Salisbury.

My Lord, *Boston, February* 27, 1890.

I HAVE the honour to enclose a Report on the Trade and Commerce of Boston and the Boston Consular District for the year 1889.

I have, &c.
(Signed) A. HENDERSON.

Report on the Trade and Commerce of Boston and the Boston Consular District for the Year 1889.

General condition of trade and industry.

The year 1889 was marked by many vicissitudes, and much variation in the result as affecting different branches of trade. As a rule profits were small, due rather to over-supply and close competition than to strikes, which were neither numerous or of long duration. A fire in Boston destroyed several large business buildings and a considerable amount of merchandise, principally dry goods, causing a loss estimated at about 800,000*l.*; and a fire in Lynn, 10 miles from Boston, and the principal seat of boot and shoe factories, swept away half the business portion of the town, the loss being estimated also at about 800,000*l.*, and temporarily crippled trade, which was moreover injuriously affected by many heavy failures in the leather trade. Business in general was depressed during the first half of the year, but revived and became very active during the latter six months, excepting in the woollen goods trade, which continued to suffer from foreign competition and the high duty on wool.

Cotton and cotton goods.

The cotton market was fairly active throughout the year, prices running up from $4\frac{7}{8}d.$ to $5\frac{3}{4}d.$ ($9\frac{7}{8}$ c. to $11\frac{1}{2}$ c.), in August, then gradually declining to $5\frac{1}{8}d.$ ($10\frac{1}{4}$ c.) in December, whilst cotton goods continued in steady demand at prices leaving a fair profit to manufacturers, and the year closed with a firm market.

Wool and woollen goods.

The volume of business in wool showed a large falling-off from that of 1888. The year opened with small stocks in the hands of dealers, but with a sluggish demand by manufacturers who had purchased largely in the previous autumn, and who, owing to a mild winter and reduced consumption of wearing apparel, were not willing to buy more than they required for immediate use. This circumstance and the failure of several woollen mill corporations not only kept prices from rising, but, notwithstanding a sharp advance in foreign markets, produced a gradual fall of from 3 c. to 4 c. per lb. between August and November, followed by a subsequent rise of ½ c. to 1 c., at which the market remained firm, with stocks amounting to 26,500,000*l.* of native, and 5,500,000*l.* of foreign wool on hand.

The year was a very unfavourable one for woollen manufacturers. Mild weather and foreign competition kept down both consumption and prices, and mills were neither busy or returning much profit on their limited production.

Clothing trade.

The winter trade at the beginning and end of the year was very slack, but a fair amount of business was done in light apparel during the summer, and the result of the year's work was not altogether unsatisfactory.

Hides and leather.

The hide and leather markets, which had shown signs of improvement in the autumn of 1888, but which was not long maintained, continued dull throughout the whole year, causing a considerable fall in prices, numerous failures amongst dealers and speculators, a serious check to credit and borrowing power, affecting all engaged in the trade, and a consequent falling-off in production. This last circumstance, however, without leading to any immediate advance, reduced the supply to a point below the demand for consumption, and restored a firmer tone and a more hopeful feeling.

Boots and shoes.

The manufacture of boots and shoes, which has steadily increased for many years past, amounted in 1889 to 3,425,000 cases, or 125,000 cases more than in 1888, notwithstanding the sharp competition and low prices that prevailed, a fair profit was realised by manufacturers.

Indiarubber and rubber goods.

The open winter of 1888–89 caused a large falling-off in the demand for rubber goods, and the price for the raw material declined to a very low point. This reduced importations, which, being followed by improved consumption, and the fear that the Brazilian Revolution might affect future supplies, produced a reaction, and prices went up considerably, fine para, which had ranged from 2*s.* 10½*d.* to 3*s.* 1*d.* (69 c. to 74 c.), being quoted at 3*s.* to 3*s.* 5*d.* (72 c. to 84 c.).

Iron, steel, and other metals.

The depressed condition of the iron market in 1888 was succeeded by a sharp advance early in 1889, due to the gradual curtailment of production which had ceased to be profitable, and to a general revival of demand for iron products. Pig iron No. 1 (which, with other grades, was almost entirely of native manufacture) rose from 3*l.* 12*s.* to 4*l.* (18 dol. to 20 dol.); bar iron,

from 7*s*. 5*d*. to 10*s*. (1 dol. 85 c. to 2 dol.); steel rails, from 5*l*. 12*s*. to 7*l*. (28 dol. to 35 dol.); at which latter figure all in stock was taken up, and large orders given for further supplies to meet extensions and repairs of roads throughout the country. With the collapse of the French Copper Syndicate, Lake copper went down from 8½*d*. (17 c.) to 6½*d*. (13 c.), and casting brands to 5*d*. (10 c.), but with increased consumption rallied by ¾*d*. (1½ c.) to 1*d*. (2 c.). In pig tin and pig lead the demand was moderate but steady, with occasional slight fluctuation in price not exceeding 1*d*. to 1½*d*. (2 c. to 3 c.).

Lumber.

Building operations were extensively carried on throughout the year, and the lumber trade was brisk at well maintained prices.

Paper.

The manufacture of paper, though not very profitable, owing to the competition of the increasing number of factories, has been brought to such a high state of development, and reduced so much in cost of production, by improved machinery and the successful use of wood pulp under a special process, that it has become possible to establish a large export trade not only in rivalry with, but directly to, the United Kingdom, as well as to Australia and other countries.

Fish trade.

The stock of mackerel was very small at the end of 1888, whilst very little was then obtainable either from Canada or Ireland, and the market was bare in June when the catch commenced. The New England Fishing Fleet had very poor success, but supplies were received from Canada and Ireland, where the catch was large, and also from Sweden. These supplies somewhat overstocked the market, and prices, which had been high, declined sharply, but subsequently assumed a stronger tone, with, however, a slack trade.

The actual catch of the New England Fleet, which had continuously fallen since 1885, when it was 330,000 barrels, was in 1889 under 18,000 barrels, whilst imports were 39,000 barrels against 31,000 barrels in 1888. It may be observed that the scarcity of mackerel for the last few years, causing an increase in price, has also led to the substitution of other food products to take its place, and consequently to a considerable falling-off in the demand.

The codfish catch was, as in the case of mackerel, lighter than for many years, and wet weather was in addition injurious to the process of curing. Owing to the short supply the market continued firm and prices steady.

Flour and grain.

The "corner" started in November, 1888, in the flour and wheat market was short-lived, and the year opened with falling prices, which continued during the spring under the influence of excellent crops both as to quantity and quality. A good demand for exportation then gave the market a firmer tone, and prices were steady, though somewhat lower than 1888, up to the end of the year. Flour ranged from 14*s*. to 22*s*. (3 dol. 50 c. to 5 dol. 50 c.) per barrel, according to quality. Indian corn, 1*s*. 9*d*. to 1*s*. 9¾*d*.

(42 c. and 43½ c.) per barrel. Oats, 1*s.* 3½*d.* to 1*s.* 4¼*d.* (31 c. and 32½ c.) per bushel.

Provisions. The low cost of grain and mill-feed, affording cheap food for cattle and swine, induced a considerable decline in the price of provisions, and a brisk demand for exportation, and pork, lard, and beef packers were kept busy all the year. Fresh meats were in good supply, but generally of inferior quality, and prices were low except for choice lots.

Produce. The manufacture of butter and cheese was much in excess of the demand for consumption and exportation, and prices were consequently low. The potato crop in the Eastern States was seriously affected by rot, but supplies were received from the West, from Canada, and, later, from Scotland, and the market became well stocked, but remained steady. A large quantity of hay was cut, but was very generally damaged by rain at the time of harvesting, and, with the exception of sound lots, sold cheap. The apple crop was short, but of good quality, and prices were well maintained.

Sugar. The sugar market was for a time controlled by a powerful trust company operating in New York, and the price was run up to 4⅝*d.* (9¼c.) per pound, but subsequent competition on the part of individual refiners who had not joined the trust, caused it to decline to 3¼*d.* (6½ c.) in spite of the fact that consumption exceeded receipts of raw sugar, and the quantity refined.

Mercantile failures. With a decrease of 719 firms in business in this consular district, the number of failures, as compared with those in 1888, increased from 922 to 1,097, and the amount of liabilities from 2,288,000*l.* to 4,535,000*l.*

Foreign commerce. The foreign commerce of Boston, which constitutes about nine-tenths of the foreign trade of the district, shows a satisfactory increase. Exports, of which 237,000*l.* represented foreign imports re-exported, amounted during the year to 14,168,450*l.* against 11,656,300*l.* in 1888; and foreign imports were 13,049,402*l.* against 12,880,000*l.*

Foreign maritime trade. The custom-house returns give the total number of arrivals of vessels at Boston in the foreign trade as 2,364 vessels of 1,424,246 tons, viz., 1,772 British vessels of 1,104,671 tons, an increase of 126,386 tons from 1888; 156 other foreign vessels of 99,691 tons, a decrease of 12,416 tons, and 436 American vessels of 219,884 tons, an increase of 11,711 tons, the total increase being thus, 125,681 tons.

The consulate record, which includes all British vessels arriving at Boston, whilst the custom-house returns exclude those arriving from foreign ports viâ a port in the United States, shows the arrival of 1,812 British vessels of 1,115,451 net register tons, of which 510 vessels of 922,051 tons, being an increase of 124,771 tons, were steamers, and 1,301 vessels of 193,400 tons, or an increase of 4,965 tons were sailing vessels.

Ocean freights. Outward freights, from the United Kingdom to Boston, which are mostly charged under long time contracts, did not differ materially from those of 1888, as shown in the consular report for that year.

Homeward freights, from Boston to the United Kingdom, were as follows:—

Articles.		Date.	Price.	
			s. d.	s. d.
Grain	Per Bushel	January 1 to August 1 ..	0 1¾ to	0 4
	„	August 1 to December 31	0 4	0 5
Cattle	Per Head ..	January to December ..	60 0	90 0
Flour	Per Ton ..	„ June	14 0	9 0
	„ ..	June to September ..	9 0	15 0
	„ ..	September to December..	15 0	18 9
Provisions ..	„ ..	January to May	25 0	10 0
	„ ..	May to December ..	10 0	25 0
Leather ..	„ ..	January to July	40 0	30 0
	„ ..	July to December ..	30 0	45 0
Apples	Per Barrel..	January to December ..	2 6	3 0
	„ Pound	„ August ..	0 $\frac{13}{64}$	0 $\frac{7}{64}$
	„	August to December ..	0 $\frac{7}{64}$	0 $\frac{1}{4}$

Exchange.

Bankers sight bills remained steady at 4 dol. 89¼ c. per 1*l.* from January to June, when it rose to 4 dol. 89½ c.; in July it declined to 4 dol. 88½ c., and in August to 4 dol. 87½ c.; in September it rallied to 4 dol. 88½ c., was 4 dol. 88¼ c. in October, fell to 4 dol. 85½ c. in November, and closed in December at 4 dol. 85.

In the Boston consular report, No. 312 of 1888, it was stated that the decennial census of the State of Massachusetts for 1885 was to be published in three volumes, and an abstract was given of Part I. of Vol. 1, relating to "Population," and in the consular report on agriculture, No. 398 of 1888, an abstract was given of Vol. 3, which had reference to "Agriculture and Mines." Part II. of Vol. 1 and Vol. 2 have now been published in completion of the various subjects embraced in the census.

Part II. in continuation of Part I., of Vol. 1 (which applied to the entire population as regards increase, sex, age, number of voters, size of families, colour and race, nativity, and conjugal condition), comprises social statistics as to occupations, labour of children, school attendance, school property, libraries and reading rooms, illiteracy, procreation, prisoners and convicts, homeless children and paupers, and general physical condition of the population, whilst Vol. 2 gives statistics in regard to manufactures, fisheries, and maritime commerce.

An abstract of Part II. of Vol 1 and of Vol. 2 is given herewith as follows:—

Abstract of Part II., Vol. 1.

1.—Occupations by Sex, Age, and Nativity.

Occupations.	Sex.		Age.									Nativity.	
	Male.	Female.	Under 10 Years.	10 to 13 Years.	14 to 19 Years.	20 to 29 Years.	30 to 39 Years.	40 to 49 Years.	50 to 59 Years.	60 to 79 Years.	80 Years and over.	Years Unknown.	Native Corn.	Foreign Corn.
Government	9,621	1,311	...	...	316	2,352	2,874	2,665	1,592	1,101	31	1	8,765	2,167
Professional	16,555	14,250	...	...	1,508	11,460	7,743	5,051	2,862	2,115	62	4	26,997	3,808
Domestic service	11,573	522,583	...	393	34,563	132,309	122,153	101,042	73,705	65,661	4,288	37	328,657	205,499
Personal ditto	14,282	9,788	...	...	1,579	6,655	5,907	4,680	3,238	1,984	22	5	13,467	10,603
Trade	94,936	11,837	...	...	16,264	33,769	23,796	16,322	9,802	6,673	143	4	85,158	21,615
Transportation	48,675	143	...	...	3,452	17,075	13,031	8,442	4,547	2,250	20	1	33,043	15,775
Agriculture	77,257	404	...	...	9,548	15,796	11,415	11,546	11,829	16,588	926	13	59,476	18,185
Fisheries	7,973	7	...	...	583	2,853	1,921	1,387	762	466	8	...	4,146	3,834
Manufacturers	281,822	112,762	...	...	67,958	131,910	82,788	57,619	34,419	19,497	365	28	238,076	156,508
Mining	1,562	...	...	...	147	518	387	268	163	78	...	...	521	1,041
Labourers	32,905	31	...	...	2,333	8,083	6,466	6,464	5,096	4,383	105	6	10,980	21,956
Apprentices	5,183	495	...	...	4,644	1,018	12	4	...	...	...	..	4,450	1,228
Children at work	1,907	1,133	11	3,029	...	...	...	...	...	...	...	...	1,955	1,085
Scholars	164,469	167,115	130,475	135,662	63,897	1,493	49	5	3	...	...	...	303,413	28,171
Students	4,561	2,581	18	72	2,658	4,178	174	38	3	1	...	..	6,758	384
Retired	18,168	7,494	...	...	4	122	411	1,070	2,994	15,959	5,101	1	19,782	5,880
Not gainful	168	102	...	...	18	52	26	19	19	63	13	...	143	67
Not productive	13,945	10,267	2,463	733	1,736	4,008	3,331	3,161	2,667	4,889	1,206	18	16,500	7,712
Unemployed 12 months ...	753	69	...	...	55	191	103	92	139	222	20	...	453	369
Dependents	2,836	3,550	...	...	38	80	87	156	552	3,709	1,763	1	2,961	3,425
At home	113,770	113,443	227,213	...	...	...	...	...	...	...	...	...	216,111	11,102
Not given	10,023	29,892	...	1,175	11,428	10,828	4,545	2,889	2,368	5,215	1,442	25	33,462	6,453
	932,884	1,009,257	360,180	141,064	222,734	384,750	287,219	222,920	156,760	150,854	15,516	144	1,415,274	526,867
	1,942,141		1,942,141										1,942,141	

2.—Labour of Children.

Occupations.	At Work.		Total Children at Work.		
	Only.	And at School.	Male.	Female.	Total.
Government service..	..	1	1	..	1
Professional	1	2	3	..	3
Domestic service ..	162	103	32	233	265
Personal service ..	45	79	79	45	124
Trade	237	180	332	83	417
Transportation ..	9	5	14	..	14
Agriculture	133	153	286	..	286
Fisheries	9	3	11	1	12
Manufactures ..	747	1,091	1,081	757	1,838
Mining	1	1	1	..	1
Labourers	17	14	31	..	31
Apprentices	38	10	36	12	48
Total.. ..	1,399	1,641	1,907	1,133	3,040
Native born.. ..	543	1,112	1,264	691	1,955
Foreign born ..	556	529	643	442	1,085

3.—School Attendance.

Ages of Scholars.	In Schools.		Students.	Aggregates.		
	Public.	Private.		Male.	Female.	Total.
Under 5 years	366	144	1	258	253	511
5 to 9 ,, ...	120,661	9,315	17	65,753	64,240	129,993
10 to 13 ,, ...	126,993	10,299	72	68,724	68,640	137,364
14 to 19 ,, ...	56,971	6,926	2,658	31,876	34,679	66,555
20 years and over	701	849	4,394	3,484	2,460	5,944
Total	305,692	27,533	7,142	170,095	170,272	340,367
Native born	281,057	23,468	6,758	155,400	155,883	311,283
Foreign born	24,635	4,065	384	14,695	14,389	29,084

4.—School Property.

Number of public schools, 3,439; value of buildings and other public school property, 4,853,050*l.*

Number of private schools, 541; value of buildings and other private school property, 2,273,967*l.*

5.—Libraries and Reading Rooms.

Number of libraries (the first of which was opened in the year 1638), 2,371; number of books, manuscripts, and pamphlets in 2,368 libraries from which returns were received, 5,876,856; value of books in 2,353 libraries, 1,177,790*l.*; circulation in 2,021 libraries, 9,342,924.

Number of reading rooms (the first opened in 1807), 194; number of persons using 119 reading rooms, 2,107,260.

6.—Illiteracy.

Sex.	Population 10 Years of Age and over.			Number of Illiterates.		
	Native Born.	Foreign Born.	Total.	Native Born.	Foreign Born.	Total.
Male	518,511	233,236	751,747	6,735	38,815	45,550
Female	559,357	270,857	830,214	7,163	69,550	76,713
Total ...	1,077,868	504,093	1,581,961	13,898	108,365	122,263

7.—Procreation.

Nativity of Married Women.	Married Women.		Total.	Children.		Total Children.
	Having no Children.	Having Children.	Married Women.	Not Living.	Living.	
Native born... ...	58,850	232,704	291,554	223,609	560,890	784,499
Foreign born ...	23,711	154,941	178,652	272,518	537,030	809,548
Total ...	82,561	387,645	470,206	496,127	1,097,920	1,594,047

8.—Prisoners and Convicts.

Sex.	Able-bodied.	Infirm.	Native Born.	Foreign Born.	Single.	Married.	Total.
Male	3,327	67	2,234	1,160	2,258	1,136	3,394
Female	647	50	324	373	312	385	697
Total	3,974	117	2,558	1,533	2,570	1,521	4,091

Years of Age.

Sex.	14 to 19.	20 to 29.	30 to 39.	40 to 49.	50 to 59.	60 and over.	Total.
Male	344	1,388	804	532	219	107	3,394
Female	79	256	194	110	36	22	697
Total	423	1,644	998	642	255	129	4,091

9.—Homeless Children and Paupers.

(*a*) Homeless Children.

Sex.	Able-bodied.	Infirm.	Native Born.	Foreign Born.	Single.	Married.	Total.
Male	2,704	301	2,800	205	3,005	...	3,005
Female	2,001	226	2,079	148	2,219	8	2,227
Total	4,705	527	4,879	353	5,224	8	5,232

Years of Age.

Sex.	Under 1.	1 to 4.	5 to 9.	10 to 13.	14 to 20.	Unknown.	Total.
Male	99	342	899	989	666	10	3,005
Female	117	286	784	607	414	19	2,227
Total	216	628	1,683	1,596	1,080	29	5,232

(*b*) PAUPERS.

Sex.	Able-bodied.	Infirm.	Native Born.	Foreign Born.	Single.	Married.	Total.
Male	1,108	3,021	2,575	1,554	2,121	2,008	4,129
Female	1,282	2,983	2,123	2,142	1,800	2,465	4,265
Total	2,390	6,004	4,698	3,696	3,921	4,473	8,394

YEARS OF AGE.

Sex.	21 to 29.	30 to 39.	40 to 49.	50 to 59.	60 and over.	Unknown.	Total.
Male	513	684	738	644	1,532	18	4,129
Female	468	758	840	693	1,495	11	4,265
Total	981	1,442	1,578	1,337	3,027	29	8,394

10.—PHYSICAL Condition of the Population.

Nature of Infirmity.	Male.	Female.	Native Born.	Foreign Born.	Total.
Acute disease ..	575	609	873	311	1,184
Chronic disease ..	7,519	6,845	10,820	3,544	14,364
Blind	2,086	1,496	2,525	1,057	3,582
Deaf	1,255	1,718	2,546	427	2,973
Dumb	74	60	112	22	134
Deaf and dumb ..	438	390	687	141	828
Insane	2,344	2,919	3,317	1,946	5,263
Idiotic	987	651	1,467	171	1,638
Maimed	2,205	177	1,719	663	2,382
Lame	3,454	1,682	3,825	1,311	5,136
Bedridden	135	298	334	99	433
Paralytic	1,437	1,103	1,994	546	2,540
Deformed	399	281	582	98	680
Total	22,908	18,229	30,801	10,336	41,137

Cases of persons suffering from more than one infirmity are given under two or more heads, the actual number of infirm individuals in the total population of 1,942,141 being 39,213.

Abstract of Volume 2.

1.—MANUFACTURES.

The number of manufacturing establishments in Massachusetts in the year 1885 was 23,431, viz. :—

Private firms	22,482
Corporations	920
Associations	23
Societies	3
Institutions	3

The number of general partners was 28,177; that of special partners, 117; and the number of stockholders, 42,731.

The amount of capital invested in manufactories was 100,124,872*l.*, viz. :—

	£
In land	6,888,500
Buildings and fixtures	16,894,825
Machinery	20,191,124
Implements and tools	2,859,742
Cash capital	34,688,190
Credit capital	18,602,491

The value of stock used was 77,951,492*l.*

The value of goods made was 134,926,850*l.*, viz. :—

	£
Boots and shoes	23,815,915
Building materials and stone	9,633,628
Clothing and straw goods	9,012,213
Findings and trimmings	324,041
Food preparations	17,253,461
Iron goods	6,135,587
Other metallic goods	7,448,467
Leather	5,720,299
Paints, oils, and chemicals	1,263,108
Paper and paper goods	4,456,151
Printing and publishing	3,262,063
Textiles	28,035,071
Wooden goods	4,865,249
Wood and metal goods	4,117,238
All other goods	9,584,359

The number of manufactories employing salaried persons was 2,144; the number of salaried persons employed, 9,590; and the amount of salaries paid, 2,169,273*l.*, or an average of 226*l.* 4*s.* each.

The number of manufactories employing wage earners was 17,125; the number of wage earners employed, 419,966; and the amount of wages paid, 29,483,063*l.*

The number of persons employed on June 30, 1885, in manufacturing and mechanical work, was 379,328, viz. :—

	Males.	Females.
Under 10 years of age ..	6	18
10 to 13 „ ..	2,057	1,427
14 to 20 „ ..	35,360	33,996
21 and over „ ..	226,401	80,063
Total of each sex ..	263,824	115,504

2.—Fisheries.

Fishery operations are carried on in 67 towns in the State of Massachusetts.

The number of firms engaged in fisheries in 1885 was 809; the number of persons employed as fishermen, shore labourers, factory hands, and other curers and packers, 15,435; the number of vessels employed 866 of 68,211 tons, and the original cost of vessels and outfit, 1,395,257*l.*; whilst the capital invested in work, apparatus, and supplies, was 1,732,116*l.*

The amount of returns of food-fish, food-fish products, shell-fish, whale, seal, and other products, was 1,292,540*l.*

The percentage of value of fish caught, was:—

In American waters	49·47
In British waters	1·87
On the High Seas	48·86

3.—Maritime Commerce.

The number of mercantile vessels owned in Massachusetts in the year 1885, was:—

	Vessels.	Tons.
Coastwise	461	171,660
Ocean	259	323,865
Coastwise and Ocean.. ..	77	30,675
Total	797	526,200

The value of vessels was 5,582,121*l.*; the amount received for freight, 2,146,327*l.*; the amount received for passengers, 436,867*l.*; and the average gross earnings per vessel, 3,241*l.*

A summary of population, products, valuation, and taxation, is printed at the end of Volume 3, of which the following are the totals for the State in the year 1885—

Population	1,942,141		
	£	*s.*	*d.*
Products of Manufactures, Agriculture, and Fisheries	145,770,599	0	0
Valuation of real and personal estate	356,469,829	0	0
Taxes for State, County and Town purposes	5,170,063	0	0
Average product per capital	75	1	2
„ valuation „	183	11	0
„ taxation „	2	13	3

In addition to the census of Massachusetts for the year 1885 taken and compiled by the State Bureau of Statistics of Labour, the Bureau has recently published its nineteenth annual report.

The report is divided into two parts, the first giving statistics of strikes and lock-outs from the year 1825 to 1886 inclusive, and the second embodying certain information derived from the census returns in regard to citizens, aliens, polls, and voters in 1885.

The following is an abstract of the report:

1.—Strikes and Lock-outs.

The number of strikes and lock-outs in Massachusetts from 1825 to 1880 inclusive, not distinguished from each other in former records, was 184, 25 of which occurred in 1880.

The number of establishments in which strikes occurred from 1881 to 1886 inclusive was:—

In 1881	35
1882	78
1883	33
1884	46
1885	97
1886	706
Total	995

Aggregate days duration of strikes	30,506
Average „ „ „	30·7
Number of strikes successful	351
„ „ partially successful	457
„ „ unsuccessful	187

	£
Loss of wages by employés	840,098
Contributions received by employés	53,340
Loss incurred by employers	394,176

Number of employés engaged in and affected by strikes, 54,889 males, 26,165 females; total 81,054.

No lock-outs are recorded for 1881 and 1882. The number of establishments in which lock-outs occurred was:—

In 1883	12
1884	2
1885	12
1886	121
Total	147

Aggregate days duration of lock-outs	11,254
Average „ „ „	76·6
Number of lock-outs successful	88
„ „ partially successful	1
„ „ unsuccessful	58

	£
Loss of wages by employés	190,662
Contributions received by employés	27,325
Loss incurred by employers	110,135

Number of employés locked out, males 10,844, females 3,484; total 14,328.

2.—Citizens, Aliens, Polls, and Voters.

Number of citizens being legal voters, viz.:—Native born, 343,886; naturalized, 98,730; total 442,616.

Non-voting citizens of legal age to vote	26·212
Aliens of voting age	99·131
Total rateable polls	567·959
Males of voting age not polls	4·767
Total males of voting age	572·726
Alien percentage of total polls	17·45
Voters percentage of population	22·79
Voters percentage of males of voting age	77·00

Of foreign born males of voting age, 35 per cent. of English Canadians, 18 per cent. of French Canadians, 39 per cent. of persons born in other British possessions, 51 per cent. of those born in England, 60 per cent. of those born in Ireland, 50 per cent. of those born in Newfoundland, 31 per cent. born in Nova Scotia, 33 per cent. born in Prince Edward's Island, 47 per cent. born in Scotland, and 54 per cent. of those born in Wales, had become citizens and legal voters.

69 per cent. of total legal voters voted for Presidential electors in 1884, and 47 per cent. for Governor of the State in 1885.

N.B.—Sterling amounts in this report are given at 4*s.* to the dol.

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Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 4 | 90—H & S 822)

FOREIGN OFFICE.

1890.

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No. 668.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF THE CONSULAR DISTRICT OF CHARLESTON.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 515.

Presented to both Houses of Parliament by Command of Her Majesty,
APRIL, 1890.

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Reference to previous Report, Annual Series No. 515.

UNITED STATES.

CHARLESTON.

Consul Cridland to the Marquis of Salisbury.

My Lord, *Charleston, S.C., February* 20, 1890.

I HAVE the honour to enclose herewith a Report of the Trade and Commerce of the Port of Charleston for the past year, showing also some of the principal productions and resources of the State of South Carolina during the same period.

I have, &c.

(Signed) FREDERICK J. CRIDLAND.

Report of the Trade and Commerce of Charleston, South Carolina, for the Year 1889.

Increase of British shipping at Charleston.

An examination of the tables of British shipping at this port for the past year will exhibit quite an increase in the total tonnage and values of cargoes, inward and outward, over the previous year, and considering the strong efforts made in the neighbouring ports to gain the largest share of the exports from the Atlantic seaboard by every possible means, Charleston seems to hold its own trade, especially in the mining and export of phosphate rock.

Benefit to the trade of the port by the purchase of the South Carolina railroad to be sold.

Undoubtedly its cotton exports would also increase if the enterprising capitalists of the port would purchase or obtain control over the railroads in the State, and especially the South Carolina railroad, which is now in the hands of a receiver, and which will before long be sold.

What could be done by the inhabitants to increase the commerce of the port.

If this road could be controlled in this city, by means of reasonable freights and enlarged transportation facilities, a large amount of trade now diverted to other ports could be centred here. The public journals are constantly reminding their readers of these facts, and showing the necessity of more enterprise by those whose means are large. Time will show whether this good advice will be taken or not. A sight of the beautiful harbour of Charleston, large enough for 10 times the number of ships now visiting the port yearly, would convince anyone of what capital and enterprise could do for its benefit. If the inhabitants of its shores would endeavour to emulate what Nature has done,

their action would never be regretted in the future. It is also to be hoped that the efforts of the United States engineers and contractors to deepen the entrance to the port will meet with success. It is a great misfortune that the United States Government does not appropriate a sum of money large enough, and which would cause the work now undertaken outside the bar to be completed within a given period.

Efforts to deepen the entrance to the port. Efforts of very little use without a much larger outlay.

The receipts of cotton, the principal article of export from this port during the season commencing September 1, 1888, and ending August 31 last, amounted to 416,490 bales, against 450,068 bales during the preceding year. The falling-off in the receipts illustrates the uncertainty and accidents to which the staple is liable. At the close of the summer of 1888 the prospect for a large crop was most favourable. The season had been all that could be desired, and the fruit pickings gave promise of a better crop in all respects than had been gathered and marketed for many years; but in September came the most unfavourable weather and continuous and excessive rains, lasting till the end of October, the abundant moisture rotting the cotton bolls, and the crop, when picked, was found to be in a most deteriorated condition, also in quantity, and in value from 30 to 40 per cent., which proved a most serious loss to the planters in this State. Had the crop turned out as expected, in all probability the receipts and exports from Charleston would have been much larger.

Cotton receipts for two years, 1888–89. Average weight of bale 450 lbs. English. Receipts falling off, uncertainties. Damage to crop by rains.

Exports of cotton to Europe.

EXPORTS of Cotton from Charleston.

	1889.	1888.
	Bales.	Bales.
To Liverpool	54,545	69,110
Bremen	78,337	76,510
Barcelona	51,515	64,571
Russia	41,109	36,473
France	25,742	28,643
Italy	10,155	6,050
Belgium	..	6,475
Total to ports in Europe ..	261,403	285,042

Export of cotton to the United States ports

	1889.	1888.
	Bales.	Bales.
To New York	144,521	142,797
Philadelphia	..	4,404
Boston	1,236	1,000
Other United States ports ..		..
Total to United States ports ..	145,986	148,201
Total to foreign and U.S. ports	407,389	433,243

Receipts of Native and Foreign Rice at Charleston for the past Two Years.

As before stated, during the months of September and October, 1888, the excessive rains materially damaged the cotton crop, and the same cause affected the rice crop and came very nearly ruining many planters, their crops having been short for several seasons past. The excessive rain prevented the gathering of the rice then ripe, consequently a vast quantity was lost, and much of what was finally gathered was damaged or of a poor quality, and a good deal of rice had to be imported for consumption, it being one of the principal articles of daily food in this State for the native population, both white and black.

Receipts of rice.
Damage to crop.
Necessity for importing rice.

Year.	Barrels.	Average Weight of Barrels. English Weight.
		Lbs.
1889	72,565	325
1888	81,290	300

Amount of rice received from planters.

The foreign rice imported consisted of 110,000 bushels in an unfinished state, and was milled in the city. The crop of the past season, grown in the rice-growing sections of the State, is now being brought to this port, and it looks as if the last rice harvested will show a favourable result and remuneration to the planter. It is probable that this year no foreign rice will be imported for home consumption. The native grain being of a very superior quality, and the foreign article being considered the reverse, it does not meet with much favour by consumers.

Notwithstanding the limited rice crop harvested in 1888–89, much native rice was exported to New York and to the interior of the United States.

Imported rice.
Prospect of rice crop of 1889–90.
Foreign rice not in favour.

Exports.

	1888-89.	1887-88.
	Barrels, of 325 lbs.	Barrels of 325 lbs.
To New York	19,733	25,626
Philadelphia	..	3,755
Interior towns	37,832	31,909
Total	57,565	61,290

Rice exports.

Phosphate Mining and Fertilisers.

During the past year the trade in phosphate rock and fertilisers was full of activity. There was no depression at any period of the year, but, on the contrary, there was an increased demand for the products of both the mines and the mills. The South Carolina phosphate rock seems to be most widely known,

South Carolina phosphates and fertilisers.

Trade increasing yearly.

is of a regular grade, uniform, and trustworthy, and there is, and must continue to be, a steady growth of this trade year after year. The mining companies are keeping pace with the demands upon their resources. If any doubt exists as to the correctness of this statement, a stranger has only to observe the number of large three-masted schooners arriving at Charleston and departing for northern ports loaded with phosphate rock, and this goes on all the year round, proving of vast benefit to this port and, of course, increasing its commerce. Last year 251 vessels were cleared at this port with rock for home and foreign markets.

Number of vessels carrying the phosphate rock to the northern ports.

Rock mined. A ton of rock weighs 2,240 lbs. English weight.

Amount of phosphate rock used in Charleston factories.

Foreign demand.

Demand for phosphate lands.

In 1880 210,000 tons of phosphate rock was mined in this portion of the State. Last year the total output of the mines was 510,000 tons, the local manufacturing companies using 80,000 tons in the making of fertilisers. The demand for the crude rock comes from the United Kingdom, France, Germany, and even from Japan, where fertiliser works have been established, obtaining their supplies from this State. Phosphate land rock has not only been in demand during the past year, but many large and valuable places have changed hands, there being much inquiry from England for phosphate lands, and probably before long some of the valuable mines will be owned by English capitalists. The deposits being near water transportation, and the ease with which the mining operations are conducted and the great improvements which have been made in the preparation of the material for market, have attracted the attention of those persons who are looking for profitable investments.

Advantage of situation.

Price of rock.

The price for crude rock last year was 1*l.* 5*s.* per ton of 2,240 lbs.; for dried rock 1*l.* 9*s.* 2*d.* per ton, same weight. Very great care is taken in the preparation of both river and land deposits.

EXPORTS.

Exports of phosphate rock for two years, 1888–9.

	1889.	1888.
	Tons.	Tons.
To foreign ports	5,876	2,927
Coast ports..	181,961	172,541
Carried to the interior ..	41,559	36,733
Local consumption ..	80,000	70,000
	309,396	282,201

Articles imported for mixing with the ground rock to increase its value.

In order to increase the value of the South Carolina phosphate rock for fertilising purposes, the manufacturers thereof import from Europe and South America the following named articles in large quantities annually, and, by mixing them with the ground rock, find a much larger demand for the fertiliser.

QUANTITY and Value of Chemicals and Fertilisers Imported into Charleston during the last Two Years.

Quantities and value.

Articles.	1889.		1888.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Kanit from Germany ..	16,423	20,553	7,122	9,154
Brimstone from Sicily	20,810	66,770	15,532	53,918
Nitrate of soda from Chile..	2,424	15,251	1,309	8,545
Muriate of potash from Chile..	2,476	15,364	851	6,028
Other fertilisers ..	1,625	2,038	1,003	1,903
Total	43,758	119,976	25,817	79,549

Timber and lumber, or deals.

The timber and lumber trade of the last year shows an increase both in the exports to foreign as well as to home markets. The stock was large, and the mills in this country were kept constantly at work the whole year. The prices ranged upward, and are likely to continue so this year.

The exports for the past two years were as follows :—

	In 1889.	In 1888.
	Feet.	Feet.
To foreign ports	4,574,279	3,455,551
United States ports	45,958,401	41,813,860
Total	50,532,680	45,269,411

Increase of trade.

This shows that the timber and lumber (deals) trade has quadrupled itself in 10 years, the total exported in 1879 being 12,931,179 feet.

Naval stores. Turpentine and rosin.

The naval store trade shows an increase in the receipts of turpentine and a decrease in that of rosin compared with 1888, but the prices during the past year having been very remunerative made the outcome of the crop most profitable and satisfactory to all parties interested in this State. As the stocks of naval stores at all points have been greatly reduced, owing to limited production, it will probably give an impetus to the business this year.

Stock reduced.

COMPARATIVE Statement showing the Receipts and Exports of Naval Stores at Charleston for the past Two Years.

Receipts and exports of naval stores.

RECEIPTS.

	In 1889.		In 1888.	
	Turpentine in Casks.	Rosin in Barrels.	Turpentine in Casks.	Rosin in Barrels.
Stock on hand	2,394	17,866	1,440	33,816
Receipts.. .. .	42,558	148,188	41,776	167,096
Total	44,952	166,054	43,216	200,912

EXPORTS.

Exports to Europe.

	In 1889.		In 1888.	
	Turpentine in Casks.	Rosin in Barrels.	Turpentine in Casks.	Rosin in Barrels.
To Great Britain ..	10,242	16,271	5,856	40,233
Germany	6,805	54,989	12,519	25,151
Holland	9,450	10,669	11,740	35,497
Austria	..	9,570	950	26,300
Italy	802	16,693	..	18,955
Russia	..	8,934	.	7,502
Belgium	1,769	..	..	..
Other countries ..	..	450	..	7,031
Total	29,068	117,576	31,065	160,669

Measure and weight of naval stores in casks or barrels.

Casks of turpentine average 51 gallons English measure, and the average weight of a barrel of rosin is 415 lbs. English measure. Both articles are made in the extensive pine forests of South Carolina, and brought to this market for sale or shipment.

Exports to coast ports.

The coastwise exports of naval stores from Charleston for the past two years was a follows :—

	1889.		1888.	
	Turpentine in Casks.	Rosin in Barrels.	Turpentine in Casks.	Rosin in Barrels.
To New York	9,941	30,716	5,286	20,548
Other ports.. ..	4,118	1,056	3,902	669
Total	14,059	31,772	9,188	21,217

Price of turpentine and rosin.

The price of turpentine in 1888 varied from 1*s.* 2½*d.* to 1*s.* 7*d.* per gallon. In 1889 the price ranged from 1*s.* 5½*d.* to 2*s.* 1*d.* per

gallon. The price of rosin is regulated according to its quality or grade. In 1888 the price ranged from 3*s.* 4*d.* to 7*s.* 1*d.* It 1889 it ranged from 3*s.* 1½*d.* to 7*s.* 3*d.* per barrel.

PRODUCTIONS of the Soil in South Carolina in 1889.

Production of South Carolina.

Articles.	Measure.	Quantity.	Acres.	Value.
				£
Cotton	Bale of 450 lbs.	639,998	1,561,280	5,999,982
Rice	Lb. of 16 ozs.	93,134,508	77,996	388,061
Indian corn	Bushel of 62 lbs.	20,751,133	1,586,829	2,766,818
Peas	,, 60 ,,	1,051,500	158,831	190,585
Potatoes	,, 60 ,,	428,354	6,628	78,531
Potatoes (sweet)	,, 50 ,,	3,437,579	39,147	366,388
Hay	Ton of 2,000 lbs.	35,100	...	93,600
Fodder	,, ,,	177,724	...	570,198
Sugar cane syrup	Gallon	485,740	3,055	52,621
Sorgum cane syrup	,,	806,483	10,721	67,206
Tobacco	Lb. of 16 ozs.	377,897	168,782	14,172
Wheat	Bushel of 62 lbs.	1,175,595	303,948	262,060
Oats	,, 48 ,,	3,571,952	...	501,845
Apples	Barrel	...	...	14,414
Peaches	Box	...	...	31,198
Pears	,,	...	8,000	3,217
Melons	...	3,000,000	...	83,334
Pea vine hay	Ton	145,000	...	392,709
Grapes	Baskets	...	...	18,384
Phosphate rock (river)	Ton of 2,240 lbs.	212,101	...	234,616
,, ,, (mine)	,, ,,	310,000	...	387,509
Total	...	...	...	12,487,439

Value of crops, &c.

The estimated value of the principal crops in South Carolina for 1889 is 11,710,718*l.*, an increase of 2,420,000*l.* over 1888.

Annex A.—RETURN of all Shipping at the Port of Charleston for 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	8	3,492	54	61,321	62	64,813
American	552	192,313	216	477,217	768	669,530
Norwegian and Swedish	36	15,722	1	1,409	37	17,131
Italian	28	11,371	...	...	28	11,371
Spanish	17	5,984	1	1,605	18	7,589
German	12	5,705	3	3,610	15	9,315
Other countries	2	790	...	...	2	790
Total	655	235,377	275	545,162	930	780,539
,, for the year preceding	485	220,675	257	216,610	742	437,285

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	11	4,831	58	66,210	69	71,041
American	538	200,027	220	480,780	757	680,807
Norwegian and Swedish	36	15,771	1	1,409	37	17,180
Italian	29	11,873	...	...	29	11,873
Spanish	17	5,984	2	2,382	19	8,366
German	14	6,539	3	3,610	17	10,149
Other countries ...	3	1,216	1	1,249	4	2,465
Total	648	246,241	285	555,640	933	801,881
,, for the year preceding	477	218,454	261	225,339	738	443,793

Annex B.—RETURN of the Principal Articles of Export from the Port of Charleston, South Carolina, to the United States and Foreign Markets during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton, Upland	Bales ...	408,701	3,831,572	442,720	4,150,500
,, Sea Island	Bags ...	7,789	154,157	7,348	145,429
Rice	Barrels ...	72,565	226,766	81,290	254,031
Turpentine	Casks ...	42,558	177,325	41,776	147,957
Rosin	Barrels ...	148,188	54,026	167,096	60,920
Phosphate rock, crude	Tons ...	304,396	380,495	267,830	282,939
,, ,, ground	,, ...	7,650	15,117	14 371	22,455
Lumber and crop ties	Feet ...	55,532,680	127,261	50,269,411	104,728
Fertilisers	Tons ...	172,050	742,719	181,192	796,215
Cotton goods manufactured in Charleston	Bales ...	58,194	666,806	54,247	619,713
Fruits and vegetables	Packages	81,822	328,750	211.000	412,500
Potatoes of both kinds*	Barrels ...	77,609	125,000	130,558	187,500
Jute bagging manufactured in Charleston	Bales ...	...	135,417	...	62,500
Total		...	6,965,411	...	7,247,387

* In the United States the common potato is called "Irish potato," to distinguish it from the "sweet potato," so much cultivated and used as an article of food in the Southern and Northern States, and also in the west of the United States. It will not grow in a cold climate.

RETURN of the Principal Articles of Import from Foreign Countries into Charleston during the Years 1889–88, and Value.

	Total Value of Imports in 1889.	Total Value of Imports in 1888.
	£	£
From Great Britain—Salt, iron ties, beer, spirits, and wine	135,220	119,952
Germany—Kanit*		
Sicily—Sulphur		
Chile—Nitrate of soda and potash ..		
British West Indies—Fruit		

* Kanit, an inferior kind of salt used as a fertiliser.

Annex C.—RETURN showing the Total Value of Exports from Charleston to Foreign Countries during 1889–88.

	1889.	1888.
	£	£
To Great Britain, Spain, Germany, France, Italy, and Belgium—		
Cotton	2,450,653	2,630,602
Turpentine	121,117	110,022
To Great Britain—		
Rosin	42,866	58,577
Phosphate rock	8,360	3,659
Total	2,622,996	2,802,860

The separate values for each country could not be obtained from any local report of trade of Charleston.

New system for disinfecting infected vessels arriving at Charleston for cargoes.

In consequence of the adoption by this city of the Holt system for the disinfection of vessels arriving at the quarantine station of this port from infected places, and now in operation, vessels, which heretofore were detained for 10, 15, 30, or 60 days before obtaining permission to come up to the port, will be disinfected by the new process so thoroughly that all danger will be removed in a few days—probably five days being the limit.

No change in depth of water at entrance to port.

No alteration has taken place in the depth of water at the entrance to the bay of Charleston since the last report, and vessels, when drawing over 16½ feet, meet with difficulty in crossing the bar. At high tides vessels do cross drawing 17 feet.

Manufacturing on the increase, especially cotton.

There is a strong movement throughout the Southern States in reference to manufacturing, in order to prevent the everlasting drain of money sent to the North to purchase what can just as well be made in the South, and every year now shows a decided improvement in the manufacturing of cotton and many other articles.

Amount of raw cotton used in the four States forming the Consular district of Charleston.

With reference to the amount of cotton grown and used in this Consular district by its cotton factories it appears that—

	Bales.
North Carolina consumed in 1888..	76,360
South Carolina „ „	111,003
Georgia „ „	133,877
Tennessee „ „	36,437
Total	357,677

Cotton mills in South Carolina increasing yearly.

	Mills.	Spindles.	Looms.
In the year 1880 South Carolina had ..	14	82,334	1,676
„ „ 1882 „ „ „ ..	26	181,743	3,418
„ „ 1889 „ „ „ ..	44	417,730	10,687

Profits and dividends.

It will be seen by this rapid increase of mills that manufacturers and capitalists are evidently becoming convinced of the advantage in bringing the raw material into closer relation, without the invention of long lines of transportation; and this advantage is more clearly made manifest by the dividends upon investments in the past, which have lately ranged from 8 to 20 per cent. per annum.

State prosperity.

Credit, bonds, banks.

Surplus in State treasury.

Resources being developed.

Climate, summer and winter.

It may be safely stated that the State of South Carolina is in a prosperous condition. The State's credit is good—its bonds are in demand—the interest is paid regularly. The national banks and the savings banks are all doing well, and their credit is excellent. There is a surplus in the State Treasury of over 60,000 dol. (12,500*l.*); the resources of the State are being every year more developed; new railroads are about to be built, others are being finished. Its climate is all that could be desired during the winter months, and the highlands and mountains in the upper part of the State and in North Carolina afford healthy and cool retreats during the summer and autumn.

Sterling exchange. Freights.

Sterling exchange ranged high in 1889 (4 dol. 80 c. to 4 dol. 86 c. per £ sterling), and shipowners were well satisfied with the cotton, timber, and phosphate freights obtained by their ships.

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By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 4 | 90—H & S 826)

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1890.

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DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF SAVANNAH (GEORGIA).

REFERENCE TO PREVIOUS REPORT, Annual Series No. 531.

Presented to both Houses of Parliament by Command of Her Majesty, MAY, 1890.

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Reference to previous Report, Annual Series No. 531.

UNITED STATES.

SAVANNAH.

Consul Cridland to the Marquis of Salisbury.

My Lord, *Charleston, S.C., March* 10, 1890.

I HAVE the honour to enclose to your Lordship a Report of the Trade and Commerce of the Port of Savannah, Georgia, for the past year, received this day from Mr. Vice-Consul Robertson.

I have, &c.

(Signed) FREDERICK J. CRIDLAND.

Report on the Trade and Commerce of Savannah for the Year 1889.

The trade and commerce of Savannah during the year 1889 has been most satisfactory.

A cursory glance at the rapid growth of Savannah during the past decade cannot be other than interesting and valuable, showing as it does the extraordinary progress the city is making.

Population. The census of 1880 gave the population of Savannah as 30,078. At the present time, or nine years after, it has reached, if not passed, 60,000, or, in other words, the city has doubled its population in the past ten years.

Real estate. Consequent on the vast increase in the population, the value of all real estate has risen enormously. Ten years ago building lots—then on the outskirts of the city—were sold from 18*l.* 10*s.* (90 dol.) to 41*l.* (200 dol.) each. Since then, owing to the extension of the city limits, the same lots have changed hands at 410*l.* (2,000 dol.) to 1,025*l.* (5,000 dol.) each. Beyond the city limits, the increase has been even more wonderful. Land there in 1880 sold for 41*l.* (200 dol.) per acre, now it cannot be bought under 1,025*l.* (5,000 dol.) an acre. This great and rapid increase represents the actual value of the land, the prices not having been forced by speculation. It is the natural and necessary result of the vast increase in the population and growth of the city.

Banks. Ten years ago Savannah had but four banks; at the present time she has eight. The fact that this additional capital has

found employment at remunerative rates clearly indicates enlarged business.

Wealth of the city.

The wealth of the city during the past ten years has kept pace with the other marvellous strides of prosperity, and is now nearly four times as great as in 1880.

There are few cities, if any, that can show a better record than the above ; and the greatest cause of satisfaction is, that this vast increase is purely the result of legitimate business.

Railroads.

The Columbus and Western extension—mentioned in my last report—was, early in 1889, opened for traffic, thereby giving to Savannah immense commercial advantages, as well as a convenient line to Birmingham and the great West.

The principal lines now under construction and in contemplation are the Savannah, Americus and Montgomery, and the South Bound. The latter road is already in operation from Blackville to Barnwell, and the prospect for its construction to Savannah are excellent. This road if carried through would open up to the trade and market of Savannah the richest cotton belt of South Carolina.

Crops

The returns for the season 1888–89, which ended about April, —and to which allusion was made in my last report,—show a large falling-off in the receipts of cotton at this port in comparison with the previous year. The shortage being 69,000 bales. This large decrease caused no alarm, however, because the cause of it was well understood, and in fact the shortage was looked for.

The season for 1889–90 will conclusively show that Savannah is in no danger of losing her position as the second cotton port of importance in the United States. Up to the end of the year the receipts at Savannah were within 40,000 bales of the total receipts for the season 1888–89, and it is confidently expected that by the close of the season, when all the available cotton has been marketed, that the receipts will be larger than ever before handled at this port.

The following table shows the total cotton crops of the United States, with the relative receipts at Savannah from 1884–90 :—

Year.	Estimated Crop.	Estimated Receipts at Savannah.
	Bales.	
1884–85	5,706,165	728,087
1885–86	6,575,695	803,359
1886–87	6,505,087	804,412
1887–88	7,046,833	892,388
1888–89	6,938,290	828,168
1889–90	7,500,000	925,000

The increase in the receipts at Savannah for 1889–90, as shown by the above table, is attributed to three things. Increased acreage of land planted. The splendid season for growing an

picking of the cotton, and the extension of the railroads into territories which have marketed their cotton at this port.

The area planted in rice was materially reduced. Planters had suffered so severely for several seasons past, from the heavy floods, that many plantations were left uncultivated in 1889.

The season was, however, a very successful one for those who planted. The yield per acre was far above the average, and prices —owing to the limited planting—were particularly good.

Naval stores

The year's business in naval stores was very gratifying. There was an immense increase in the amount of spirits of turpentine handled at this port, and though there was a slight decrease in the total number of barrels of resin brought to Savannah, yet the prices were so good, particularly for spirits, that the year proved a prosperous one to the factors engaged in the business.

Fires.

I regret to report that several fires on ship-board have taken place during the year. The fires at this port generally occur during October, or the busiest month of the season. During this time cotton is rushed so rapidly to market, that thousands of bales are left lying awaiting transportation, entirely unprotected by covering, at the many wayside stations along the different railroads, exposed to the sparks from passing trains, &c., and, in my opinion, the cause of the casualties at this port, are, to a great extent, due to this fact.

During the early part of the year Savannah suffered considerable loss from fires generally. The destruction of two of the presses of the Cotton Press Association in the midst of the season threatened at one time to seriously interfere with the loading of vessels. An old press of the Association was, however, put in order, and by working night and day all the cotton offered was pressed with scarcely any appreciable delay to the vessels in port.

Enterprises.

Savannah lays no claim as yet to be classed among the manufacturing cities of America. There is, however, every indication that this will soon be otherwise. The capitalists of the city are rapidly realising the fact that money invested in home enterprises will return to them better interests than they can obtain elsewhere.

To this end, early in the year a brewery was established under the title of the Savannah Brewery Company, with a capital of about 20,560*l.*, in 1,000 shares of about 20*l.* 10*s.* per share.

The enterprise has proved a most wonderful success; after only six months' actual work—the beer was put on the market July 1—a dividend equal to 18 per cent. was declared on December 31, that is to say, 5 per cent. was paid to the shareholders, and 15 per cent. put into a reserve fund. The shares cannot be bought for anything less than double their par value.

The Savannah Cotton Mill Company, with a capital of about 20,560*l.*, in 1,000 shares of about 20*l.* 10*s.* per share, was also incorporated early in the year. A portion of the shares of this company were issued on the instalment plan, than is, 10 monthly payments of 2*l.* 1*s.* per share, thereby giving to small investors a better, or easier, opportunity of investment than is usually offered. The

building is now under construction, and will be ready for occupation by the opening of the next season. When finished the mill will have a capacity of 10,000 spindles, and it is confidently expected to pay a handsome dividend to the shareholders.

For years the city of Savannah had felt the need of increased and more commodious hotel accommodation, consequent on her growing trade and popularity as a resort for travellers. To meet this want a company was formed, and a palatial hotel, "The De Soto," was erected, and opened to the public on the last day of the year 1889. The building stands on an area of 1½ acres, and is the largest and best appointed hotel in the south, with the possible exception of the "Pouce de Acou" at St. Augustine, Florida.

Harbour improvements.

The improvements in the river and harbour have been steadily and successfully carried on throughout the year, with the result that the harbour is in a better condition now than ever before. The growing commerce of the port requires a still further deepening of the channel to a depth of at least 26 feet; and it is confidently expected that Congress, at its approaching session, will appropriate sufficient money to enable this important work to be commenced.

Quarantine.

Notwithstanding the great improvements made at the quarantine station, mentioned in my last report, they have been found insufficient for the requirements of the port. To remedy this an eligible site on Cockspur Island has been secured from the General Government, and assurance is given by the municipal authorities that ample provision will be made to make the station what the commerce of the port requires it to be before the opening of another season.

Health.

One of the most important factors in the rapid growth and prosperity of Savannah is her superb health record. Malarial, typhoid, and bilious fevers have, within the past few years, been reduced to a minimum, and by comparison with other cities of the same size she has one of the best ratings in the United States.

Some few years ago it was considered unsafe to remain in the city during the summer months, and a general exodus used to take place. Now but few families think of leaving; in fact the population is greater during the summer months than it is in the winter. Thousands of people come from all parts of Georgia and neighbouring States to enjoy the sea breezes afforded by the islands around Savannah.

Tonnage.

There was a large increase in the number of British vessels entering and clearing at this port, and the tonnage was considerably in excess of any previous year. During the month of October alone 33 British steamships, with a tonnage of 43,138 tons, arrived at Savannah for cargo.

Imports and exports generally.

The imports and exports for the year have been very satisfactory.

Imports.

The annexed tables A and B show a small increase in the imports for the present year over 1888.

This article of importation shows a considerable increase over last year. Fertilisers.

The importation of cotton ties shows a large increase over last year, and is accounted for by the good crop. Cotton ties.

With the exception of the two articles abovementioned, the imports vary but little year after year. Other articles.

Nearly all articles of export have very materially increased for the year 1889, as will be seen by reference to the annexed returns. Exports.

I attribute the large increase in the exportation of cotton for the year 1889 to three things: first, the exceptionally fine weather throughout the whole cotton belt for the growing and making of the staple; second, the increased acreage planted in cotton; and thirdly, the additional territory available to the Savannah market by the increased railroad extension. Cotton.

The exportation of cotton seed continues to increase. Cotton seed.

There was a considerable decrease in the lumber exported from here during 1889. This is accounted for by the fact that vessels secured cotton and other cargoes, offering more remunerative freights. Lumber and timber.

The exportation of spirits of turpentine forms a large portion of the export business of Savannah. Year by year a large increase is noticeable, and the trade is in every way satisfactory to all concerned. Spirits of turpentine.

A large increase is shown in the exportation of this article of commerce. The trade is continually growing, and there is every indication of it assuming very much larger proportions. Resin.

The value of the exportations under this heading is nearly double that of 1888. All other articles.

Annex A.—Return of Principal Articles of Export from Savannah during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton	Lbs. ...	232,687,650	4,923,312	159,183,557	3,117,426
,, seed	,, ...	1,336,680	2,452	1,008,260	1,653
Lumber and timber	Feet ...	15,011,786	27,083	30,128,000	46,226
Spirits of turpentine	Gallons...	5,013,830	398,185	4,143,854	299,112
Resin	Lbs. ...	627,289	152,959	428,058	96,998
All other articles	...	...	16,952	...	8,568
Total		...	5,520,943	...	3,569,983

Return of Principal Articles of Import from Savannah during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Fertilizers	Tons ...	17,815	40,162	10,362	16,768
Cotton ties	Bundles	80,885	11,747	42,980	5,413
Salt	Lbs. .	12,880,379	3,068	11,864,714	2,097
Rice	,, ...	...	...	4,959,639	14,423
Molasses	Gallons...	61,100	1,937	77,923	2,885
Brimstone	Tons ...	3,200	11,913	1,245	3,865
Fruit and nuts	...	...	7,895	...	...
All other articles	...	...	20,963	...	25,289
Total		...	97,685	...	70,740

Annex B.—Table Showing the Total Value of all Articles Exported from Savannah and Imported to Savannah from and to Foreign Countries during the Years 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Britain	1,696,406	1,391,217	48,205	24,110
Germany	1,423,415	651,328	15,093	21,499
Spain	649,281	342,210	29	65
Russia	598,041	307,858	..	..
Netherlands	135,040	185,328	60	..
Belgium	242,170	134,298	1,685	401
Brazil	4,580	2,402	..	10
Italy	358,023	..	11,913	..
France	267,487	..	460	..
Other countries ..	146,500	555,342	20,240	24,655
Total	5,520,943	3,569,983	97,685	70,740

Annex C.—Return of all Shipping at the Port of Savannah in the Year 1889.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	27	15,580	96	120,762	123	136,342
American	51	24,867	386	323,695	437	348,562
Norwegian	109	56,278	8	3,862	117	60,140
German	35	18,261	3	4,426	38	22,687
Others	62	34,169	2	2,584	64	36,753
Total	284	149,155	495	455,329	779	604,484

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	26	13,584	89	110,140	115	123,724
American	46	21,238	371	307,090	417	328,328
Norwegian	99	50,484	8	3,862	107	54,346
German	36	18,201	4	5,627	40	23,828
Others	54	29,871	2	2,584	56	32,455
Total	261	133,378	474	429,303	735	562,681

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 5 | 90—H & S 853)

FOREIGN OFFICE.

1890.

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No. 718.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF THE CONSULAR DISTRICT OF SAN FRANCISCO.

REFERENCE TO PREVIOUS REPORTS, Annual Series No. 555.

Presented to both Houses of Parliament by Command of Her Majesty, JUNE, 1890.

LONDON:
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BY HARRISON AND SONS, ST. MARTIN'S LANE,
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UNITED STATES.

SAN FRANCISCO.

Consul Donohoe to the Marquis of Salisbury.

My Lord, *San Francisco, April* 10, 1890.

I HAVE the honour to enclose herewith Annual Reports on the Trade and Commerce of San Francisco, Portland, Astoria, Port Townsend, Los Angeles, San Diego and Eureka, for the year 1889.

I have, &c.
(Signed) DENIS DONOHOE.

Report on the Trade and Commerce of San Francisco for the Year 1889.

There has been a fair increase in the trade of this port during the year 1889; this increase has been steady, and promises well for the future prosperity of San Francisco. Trade increasing.

The crop of wheat has been one of the largest in this State ever known, and the area set out in wheat is estimated at 3,104,088 acres, and the yield at 30,196,509 centals. The farmers complain of low prices; for which, however, they are compensated by the increased yield of their land. The crop remaining on hand on December 1 is estimated at 15,300,360 centals. Wheat.

The exports of flour show a large increase over 1888, in which year 827,425 barrels were exported, whilst this year 1,333,539 barrels were shipped. Great Britain received 425,529 barrels, and China and Japan 386,346 barrels. The market ruled low during the year. Flour.

The crop of barley has been smaller, and prices lower than last year. There is a very great falling-off in the shipment; the quantity shipped to Great Britain is given as 352,962 centals. Barley.

As I said in my report last year, the principal supply of salmon might be expected from the Alaska Canneries. The receipts in San Francisco in 1889 were as follows:— Salmon.

	Cases.
Alaska	646,801
Oregon	130,264
British Columbia	47,354
Puget Sound	8,206
Port Kenyon	1,800
Eureka	671
Crescent City	371
Fort Bragg	20
Sacramento	52,048
Total	887,535
Exports by sea	484,680
„ transit	44,699
By rail (11 months)	103,014
Total	632,393

There is thus, making liberal allowance for local consumption, at least 180,000 cases of this season's on hand on January 1, 1890.

Salmon pack. The entire pack of last season for the Pacific coast is as follows:—

	Cases.
Columbia river	426,800
Streams in Washington	85,000
California streams	70,500
Alaska streams	680,000
Total for United States	1,261,800
British Columbia total	422,000
Grand total	1,693,800

Value of pack. The value of the entire pack is given as 1,812,800*l.*

Dried fruits. It is difficult to estimate the dried fruit product of California, as no statistics are kept in the different producing counties, and every year fruit trees are being planted throughout the State in large numbers. A mercantile house largely engaged in this business gives the following estimate for the year:—

	Lbs.
Raisins, 20 lb. boxes, 900,000, or	18,000,000
„ in bags	1,000,000
Grapes „	2,000,000
French prunes	15,000,000
German and Hungarian prunes	200,000
Bleached and evaporated apricots	2,000,000
„ unpeeled peaches	2,500,000
„ peeled „	200,000
Sun-dried peaches	500,000
Bleached and evaporated nectarines	200,000
Pitted plums	200,000
Pears	50,000
Evaporated apples	400,000
Sun-dried „	100,000
Figs, black and white	100,000
Walnuts	1,500,000
Almonds	500,000
Extracted honey	2,000,000
Honey, in the comb	200,000
Bees wax	30,000

The raisin crop did not come up to expectations as regards quantity, as the second crop of grapes was mostly destroyed by the heavy rains of the month of October. The quantity put on the market has, however, shown considerable improvement in quality, and the steady demand from the Eastern States has put up the price considerably. The demand for California dried fruits is steadily increasing, and though the export is small to foreign countries, the home demand at the Eastern and Central States is steady and constant. Raisins, crop less than expected.

The actual shipment of canned fruits was as follows:— Canned fruits.

	Cases.
By rail..	529,760
„ sea..	264,832
Total	794,592

A part of this shipment was of old stock.

Of that by sea the principal part went to Great Britain, Australia, and New York, and the rest was scattered everywhere.

The following is the estimated pack of the season:— Description of canned fruit.

	Cases.
Apples	6,000
Apricots	40,000
Asparagus	5,000
Blackberries	5,000
Cherries, white	50,000
„ black	30,000
Currants	5,000
Gooseberries	15,000
Grapes	40,000
Nectarines	5,000
Pears	100,000
Peas	25,000
Peaches	150,000
Plums	50,000
Quinces	6,000
Raspberries	3,000
Strawberries	20,000
	555,000

MISCELLANEOUS.

	Cases.
Pie fruits..	25,000
Tomatoes..	150,000
Jams and jellies	30,000
Total	205,000
Grand total..	760,000

The lumber receipts for the year were 476,506,931 feet as compared with 406,358,950 feet in 1888. The total export from the Pacific coast ports of the United States for the year have been 142,111,740 feet. Besides this 61,385 cubic feet of redwood has been exported to England. Timber, increased receipts. Redwood.

The estimated quantity made in California during the year is Wine.

Small product.

14,500,000 gallons as compared with 17,000,000 gallons for 1888. The average in vines is said to be 180,000 acres against 150,000 in 1888. The great falling-off in the wine product is to be accounted for by the very low prices which have prevailed, and the large quantity of poor low-class wines which were only fit for distilling, and were disposed of in that way. Many of the vineyard owners dried their grapes, being induced to do this by low prices of wine, and a better return for their product under that form. The wine market rather rallied towards the end of the season, and new wines of 1889 vintage, for which only about 4*d.* to 5*d.* a gallon could be got in October, fetched at the end of the year 9*d.* to 10*d.*

Sugar.

The receipts of sugar at this port have increased, the principal supply coming from the Hawaiian Islands, and amounting to 111,302 tons. The receipts from Manila show a small falling-off as compared with 1888, and amounted during the year to 26,564 tons.

Coal.

The receipts of coal at this port were as follows:—

	Tons.
From British Columbia	381,460
„ Great Britain	43,678
„ Australia	303,285
„ Japan	4,540
Total	732,963

This is an increase of about 26,000 tons from 1888.

Quicksilver.

The total production of quicksilver in California in 1889 amounted to 25,650 flasks, as against 33,250 flasks in 1888. The average price for the year is 9*l.* per flask.

Metal product.

From the annual statement of Messrs. Wells, Fargo & Co., the net product of metals in the States and territories west of the Missouri river, excluding British Columbia and Mexico, for the last two years is given as follows:—

Year.	Gold.	Silver.	Copper.	Lead.	Total.
	£	£	£	£	£
1889 ..	6,505,532	12,961,727	2,958,752	2,918,664	25,344,675
1888 ..	5,997,540	10,630,550	3,652,298	2,252,726	22,533,114

The exports of silver during the past year to Japan, China, The Straits, &c., from San Francisco have been as follows—3,684,480*l.*

Freights.

The following table gives the rates for freights current during each month of the year:—

	Cork for Orders.						Liverpool.					
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
January	2	2	6 to	1	16	3	1	16	3 to	1	15	6
February	2	2	6	1	17	6	1	18	9	1	13	9
March	2	2	6	1	10	0	1	12	6	1	7	6
April	2	1	3	1	5	0	1	10	0			
May	1	18	9	1	7	3	1	15	0	1	7	3
June	1	12	6	1	11	3	1	5	0	1	3	9
July	1	17	6	1	8	0	1	17	6	1	10	6
August	1	18	9	1	12	6	1	18	0	1	10	6
September	1	16	6	1	15	0	1	16	6	1	11	3
October	1	18	9	1	14	6	1	15	0	1	10	0
November	1	17	6	1	10	0	1	15	9	1	15	0
December	1	17	6	1	12	6	1	18	9	1	15	0

Manufacturing interests in California have always suffered from two causes, the first of which is the higher price of skilled labour as compared with the Eastern States. Of unskilled labour there is always a superabundance, owing to the number of Chinese, as well as the peculiar floating population which has drifted out to the Pacific coast, and has to take employment at any price that offers. The second difficulty which manufacturers encounter here is the high price of coal; the deposits of coal in this State may be said to be valueless and barely worth the expense of transportation, hence all supplies are drawn from the State of Washington, British Columbia, England, or Australia. I saw a statement made that to produce one horse-power an average steam-engine consumes three pounds of coal, and an engine of 200 horse-power will cost nearly 6*l.* a day more for fuel in this State than it would cost in any of the eastern manufacturing centres. It adds a good deal to the price of fuel to have to bring it from a distance of 1,000 miles or more and pay freight for its carriage: thus the price of coal in New York is about one-third of what it is in San Francisco. These causes have seriously affected the prosperity of many manufacturing concerns of various kinds that have been tried on the Pacific coast. Manufacturing interests.

The very efficient Labour Commissioner of this State in an able report which he has just made states that a few years ago there were 12 woollen mills in California running 76 carding machines. At present only half that number are running with a capacity of only 28 carding machines. The principal mill on this coast, the Pioneer of San Francisco, has been obliged to close; this mill had 37 sets of carding machines and about 700 employés. The Commissioner in stating the collapse of the woollen manufacturing industry of California says:— Woollen mills.

"Our manufacturers in California have not only been unable to sell goods to eastern buyers, but eastern manufacturers have shipped goods to this market and undersold manufacturers here. The Pioneer mills of San Francisco, erected especially for the purpose of woollen manufacture, and splendidly equipped with all the latest appliances for turning out a superior quality of goods,

has lost money year after year, and the original shareholders could realise little more than 10 per cent. on their investment. The question of over-production affects all manufacturers alike, eastern as well as middle or western. One of the managers stated, however, that when eastern manufacturers have a large surplus of stock on hand, and are driven to the necessity of raising money, they generally send their goods to distant markets. In that way California has become a favourite dumping ground for overstocked eastern manufacturers, and our local mill-owners have suffered the consequences."

"Aside from this there are several valid reasons why Californian manufacturers are placed at a decided disadvantage in the effort to compete with those of the States east of the Rockies. These reasons, outside of some minor ones, may be summed up as follows:—Higher rate of interest on loans, higher wages paid to employés, higher prices paid for fuel, higher water rates, higher taxes, higher rates for insurance.

Real estate. The sales of real estate in this city for the year amounted to 6,753,814*l.*, as against 4,948,896*l.* in 1888.

Building. The number of building improvements were 1,363, of a net value of 1,531,182*l.*

Railroads. About 130 miles of new roads have been opened to traffic during the year in California.

Business failures. The failures during the year are stated by the principal mercantile agency to be as follows:—San Francisco 193 failures, assets 85,153*l.*, liabilities 212,100*l.*, and for the balance of the State 520 failures, assets 395,990*l.*, liabilities 647,793*l.*

Note.—All values in this report are reduced to sterling at the rate of 5 dol. to the 1*l.*

Annex A.—Return of all Shipping at the Port of San Francisco in the Year 1889.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	220	341,265	54	92,717	274	433,982
American, from foreign countries	288	218,034	184	289,625	472	507,659
American, from Atlantic ports of Union	40	70,840	1	780	41	71,620
Hawaiian	20	10,110	33	55,582	53	65,692
German	17	20,302	...	...	17	20,302
Bolivian	9	7,845	2	1,698	11	9,543
Italian	5	5,316	...	...	5	5,316
Others	13	9,327	7	2,815	20	12,142
Total	612	683,039	281	443,217	893	1,126,256
„ for the year preceding ...	622	748,267	259	402,966	881	1,151,233

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	202	307,494	56	95,258	258	402,752
American, to foreign countries...	285	240,001	171	279,774	456	519,775
American to Atlantic ports of Union	17	28,505	...	...	17	28,505
Hawaiian	18	8,725	36	58,183	54	66,908
German	24	28,257	...	...	24	28,257
Bolivian	8	7,100	3	2,547	11	9,647
Italian	4	4,336	...	...	4	4,336
Others	9	6,343	10	3,968	19	10,311
Total	567	630,761	276	439,730	843	1,070,491
,, for the year preceding ...	658	794,693	255	390,379	913	1,185,072

N.B.—The entries and clearances of American ships do not include the coasting trade, or whaling and fishing voyages.

Annex B.—RETURN of Principal Articles of Export from San Francisco during the Years 1888–89.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wheat and flour	Tons	692,544	4,305,545	636,054	3,960,198
Tinned salmon	Cases ...	484,680	512,869	454,916	464,014
Wine	Gallons ...	3,649,441	307,063	333,157	43,738
Tinned fruits and vegetables...	Cases ...	225,793	187,019	173,036	147,081
Barley	Centals ...	811,904	177,901	1,707,502	455,845
Timber	Feet	17,671,425	81,796	21,069,359	118,713
Quicksilver	Flasks ...	5,386	47,115	11,921	94,774
Brandy	Gallons ...	185,568	39,917	...	...
Other articles	...	...	3,795,594	...	2,878,669
Total...	...	...	9,454,819	...	8,163,032

RETURN of Principal Articles of Import to San Francisco during the Years 1888–89.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Sugar	Tons	141,758	3,035,229	132,703	2,475,341
Raw silk	Lbs.	3,689,133	2,633,575	3,469,736	2,313,170
Coffee	,, ...	20,272,586	584,760	22,237,236	567,672
Coals	Tons	732,963	515,861	706,826	498,308
Tin plates	Boxes ...	435,118	435,118	354,306	240,000
Rice	Tons	20,802	217,207	26,771	241,594
Tea	Lbs.	7,489,216	187,144	7,613,287	199,216
Cement	Barrels ...	251,406	50,030	355,899	88,975
Scrap-iron	Tons	18,105	58,836	26,505	64,262
Pig-iron	,, ...	12,478	54,314	20,971	52,427
Bullion and coin	...	...	1,511,640	...	1,357,828
Other articles	...	...	993,947	...	1,623,047
Total	...	...	10,257,661	...	9,721,840

Annex C.—TABLE showing the Total Value of all Articles Exported from San Francisco and Imported to San Francisco from and to Foreign Countries during the Years 1888–89.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain ..	3,845,683	3,682,200	926,916	1,169,826
Hawaiian Islands..	690,551	567,410	2,814,830	2,241,617
China	535,534	495,289	1,070,473	1,267,554
Australia	450,762	365,011	324,386	276,032
Mexico	360,736	277,532	163,210	141,976
Central America ..	279,532	274,334	562,002	559,195
Canada	186,508	156,916	382,295	334,642
Japan	165,672	132,440	2,287,766	1,943,401
France	115,629	557,677	351,069	334,271
Pacific Islands ..	106,933	..	46,951	..
Belgium	41,234	50,362	118,531	184,455
Germany	13,799	22,608	235,953	201,709
Spanish Possessions	10,998	16,888	522,835	521,641
India	5,974	2,851	297,867	414,176
Domestic ports and other countries	2,645,274	1,561,514	152,577	131,345
Total ..	9,454,819	8,163,032	10,257,661	9,721,840

PORTLAND, OREGON.

Mr. Vice-Consul Laidlaw reports as follows:—

General trade. The general trade of this district was very much larger during the year 1889 than in any year past, and, although exports have decreased, import values are greater, and the value of manufactured produce show a gratifying increase. The shipments, viâ Tacoma, have decreased in a much greater proportion. The harvest of wheat in the Willamette Valley was heavier, but, on account of the dryness of the season, that of Eastern Oregon was far below an average, both in quantity and quality. Oats were an exceptionally good crop. Prices of produce were generally lower than last year. As usual, the tonnage employed in the foreign trade was mostly British, the proportion to the whole having been 85 per cent.

Harvest.

British tonnage.

Imports. A large proportion of the import trade is done by sail and rail from the Eastern States and San Francisco. There was a diminished import of rails, iron, steel, and cement, but a large increase in tin plates, salt, rice, tea, and hemp. The receipts of bags from India, cigars and tobacco from Cuba, upon which duties were paid here, were very much greater.

The British trade, as well in imports as in exports, was much smaller.

All of the window glass came from Belgium. About 600 tons of foundry coke were imported from England, and, of the coal imports, 2,929 tons were received from the United Kingdom,

7,408 tons from British Columbia, 14,698 tons from Australia. From coast mines, about 44,200 tons were brought to this market. The market laboured all the year under an overstock and unsatisfactory prices.

Exports, decrease.

The total value of exports to foreign countries and by rail to the Eastern States was 16 per cent. less than during 1888. Estimated value of all produce shipped to the Eastern States and coastwise is 1,666,000*l.*, last year's estimate being 1,860,280*l.* These figures are exclusive of shipments, viâ Yaquina Bay, to San Francisco. Trade in flour to China and Japan decreased, 49,684 sacks having been shipped, while last year's shipments were 61,502 sacks. One cargo of wheat was exported to Chile, and, owing to the increased facilities for shipment to British Columbia, the tables show a much larger export to that market. The total shipments of breadstuffs, both foreign and coastwise, were 440,490 quarters of wheat, of an estimated value of 570,700*l.*, and 437,855 sacks of flour, valued at 492,667*l.* Average values during the year, about 25*s.* 6*d.* f.o.b. per quarter for Oregon Valley wheat, and 24*s.* 6*d.* for Eastern Oregon, better known as Walla Walla. Home consumption of breadstuffs has largely increased with the rapid increase of population. A new and important factor in the grain business is the establishment of terminal grain elevators both here and at Tacoma, with smaller feeders at interior points. These rival companies created much competition in Eastern Oregon and Washington, to the no small benefit of the farmers. Their tendency is to hold wheat rather than export it, and the prices here must, in the future, be largely dependent upon the action taken by these large companies. On the other hand, this method greatly simplifies the export business, rendering it easy to purchase an entire cargo or more when required, leaving the elevators to collect the small parcels together by their well organised system. The terminal elevator here is a huge building of wood, cased with galvanised iron, and, inclusive of machinery, costs over 40,000*l.* It is crowned with a three-story cupola, and its dimensions are 325 feet long, 134 feet high, and 68 feet wide, and is lighted by electricity. The lower story has a railroad track through it, and a number of cars can be unloaded at the same moment. The grain is hauled out of the cars by steam shovels into steam tanks, from which it is elevated to the top floor, where it may either be weighed or allowed to pass through cleaners, and then taken by lift to the scale floor, where there are 16 scales, each capable of weighing a car load. It is then spouted into the bins, of which there are 130, with a capacity of 1,000,000 bushels. By this method grain can be handled very cheaply and expeditiously, and can be shipped either in bulk or bags.

Coastwise and rail.

Flour trade to China, &c.

Wheat to Chile.

Increased flour trade to British Columbia

Breadstuffs, total export.

Increased home consumption.

Elevator systems create a change in grain trade.

There has been a considerable decrease in receipts of wool from the Willamette Valley, but a large increase in those from Eastern Oregon and Washington. The average market value during the year was about 19 c., or 9½*d.* per lb. for Valley, and 17 c., or 7½*d.* per lb., for Eastern. These prices are higher than

Wool.

those of last year, and 1889 has, on the whole, been a satisfactory year to growers. In both sections, the quality was superior to that of 1888 wools. The following are the receipts and shipments during the past two years:—

Year.	Receipts.		Shipments.	
	Valley.	Eastern.	Viâ San Francisco.	By rail.
	Lbs.	Lbs.	Lbs.	Lbs.
During 1889	702,790	15,305,095	8,313,849	6,061,473
„ 1888	1,132,837	13,230,602	8,716,238	5,201,081

Hops—poor business last year.

The consumption of the Oregon woollen mills reached about 1,750,000 lbs. Receipts of hops were smaller than last year, being only 2,074,058 lbs. The yield per acre was not as great as during 1888, and the quality was only fair. Prices were very poor and unremunerative to the grower, averaging about 8 c. (4*d.*) per lb. Some were contracted before picking as high as 12½ c. or 6¼*d.* per lb.

Timber.

The lumber mills have been running throughout the year to their full capacity, and, although the foreign trade is small, a large coasting and interior trade has been done, and the total exports increased 5,845,000 feet.

Fisheries. Salmon product.

The product of the salmon-packing establishments of the Columbia river was about 330,000 cases. By far the largest proportion is now shipped to the Eastern States, and the overland shipments from this were 212,911 cases. The average market price was about the same as last year, 6*s.* 6*d.* per dozen 1 lb. tins, f.o.b. here. The business is not profitable now, as cost of the raw fish is too high. Although the quality is much superior to any other fish, the Alaska and British Columbia product being cheaper, is now the most important factor in this business. Some quantity of fresh fish, salmon, sturgeon, and halibut, is annually sent east in refrigerator cars. There is a steam schooner now steadily employed fishing off the coasts of Oregon and Washington, she is owned by the Deep Sea Fishing Company of this place. A clearing house was opened here July 15. and its weekly clearings have averaged 246,566*l.* The money market has been more stringent during the past year, but accommodation has been obtainable for most legitimate business purposes. Exchange has been low the entire year, and at the close is lower than it has been for years past. Sixty days bills on London fluctuated between 4 dol. 77½ c. and 4 dol. 87 c. per 1*l.* sterling for bank, and from 4 dol. 77 c. to 4 dol. 86½ c. for mercantile.

Rail shipments.

Canning not profitable now.

Fishing Company.

Money market.

Clearing house.

Exchanges.

Shipping.

The engagements of tonnage during the last two years, exclusive of coasting voyages, have been as under:—

Articles.	Register Tons.	
	1889.	1888.
Grain and flour cargoes	76,014	122,338
Salmon and assorted cargoes ..	5,334	4,189
Timber cargoes	5,129	8,268
Miscellaneous cargoes	1,152	1,655
Total	87,629	136,450

58 of these were British vessels, registering 74,274 tons. Last year 99 British ships, registering 118,215 tons, entered here.

Freights. Rates of freight averaged higher than last year, 2*l.* 12*s.* 6*d.* and 2*l.* 7*s.* 6*d.* being the highest, and 1*l.* 13*s.* and 1*l.* 10*s.* being the lowest for iron and wood respectively. The average was 2*l.* 3*s.* for iron and 1*l.* 16*s.* 8*d.* for wooden ships to a port in the United Kingdom, a large proportion giving option of Havre and Antwerp at the same rate as to the United Kingdom. There has been some increase in the number of steamers employed in the coasting trade, in the smaller craft only. The British ss. "Danube" continued to run regularly between this port and Vancouver, British Columbia.

Steam tonnage.

Sailors. Seamen's wages have been rather lower than last year, men having been often obtained at 5*l.* per month for able-bodied seamen. An Act passed by the legislature of Oregon, February 21, 1889, has done much to check the crimping business, and has lowered the percentage of desertion perceptibly. The boarding houses have been practically driven from this port, and the authorities have done everything possible to render the law effective. At Astoria, which is now the very paradise of the crimps, the local authorities have thrown every difficulty in the way of those interested in carrying out the provisions of the Act, but even there they have been afraid to carry on their nefarious business with the same open violence and contempt of law and decency as heretofore. A copy of the Act is given in annex D.

Working of the new Act against crimps.

The number and changes in crews of British ships entering this port during the year have been as under:—

Total Number of Crews.	Deserted.	Discharged.	Engaged.	Reported Dead.	Percentage of Desertions.	Hospital Permits.
1,628	157	81	140	5	9·65	11

Casualty. With the exception of a few minor casualties the only damage done to any British ship was the sinking of the "Clan Mackenzie" while laying at anchor on her way up the river. She was run into and sunk by the steamer "Oregon," whose pilot mistook the ship's riding light for a range light. Two of the ship's crew were killed in their bunks, as the accident happened during the night.

River bars and channels.

During the year the United States engineers continued the work of improving the rivers, and some dredging was done at Swan Island bar. A propeller steamer was used to sluice the bar at Skamokawa. The jetty at St. Helen's bar was extended, and considerable improvements made in the upper reaches of the Columbia and Willamette rivers.

Mouth of Columbia.

The great jetty at the mouth of the Columbia was extended very considerably, and a marked improvement, as the work progresses, is showing itself in the main channels.

Minor harbours.

The jetties at Yaquina, Coos Bay, and Coquille, have been extended more or less during the year.

Pilotage.

Several amendments to the Acts relative to pilotage were passed by the last legislature. Rates of pilotage on the Columbia river bar, formerly 8 dol. per foot draft under 12 feet, and 10 dol. per foot over that draft, were reduced to 4 dol. per foot draft, and 2 c. per ton for each ton over 1,000 tons register; and river pilotage, formerly 4 dol. per foot draft, was reduced to 2 dol. per foot draft, and 2 c. per ton for each ton over 1,000 tons register. The provisions of this Act will be found in the Annex E. The State of Washington has concurrent jurisdiction over the Columbia river and rates of pilotage chargeable by pilots licensed by that State have not been reduced, which shipmasters should bear in mind.

Towage schedule.

On May 21, 1889, the Oregon Railway and Navigation Company, which practically controls the business of bar and river pilotage and towage, guaranteed the following schedule of rates for two years as total charges for pilotage and towage from the sea, or from Astoria to Portland, and return by tugboats owned by the company and pilots in its employ :—

	Dol.	
Vessels not exceeding 800 tons register	450	
Over 800 tons register to 1,200 tons register	500	
„ 1,200 „ 1,600 „	550	
„ 1,600 „ 2,100 „	600	
„ 2,100 „ (special agreement)	0	
Use of tug's hawser	20	each way
Moving a vessel in port	10	

Lighterage on grain and its products between Portland and Astoria, 50 c. per 2,000 lbs.

Lighterage on other freight 1 dol. per ton weight or measurement, at the Company's option.

Agriculture.

Wheat.

Oats, &c.

Fruit.

Codlin moth.

The past year has not been a profitable one for farmers, the wheat harvest in the Willamette Valley was large and fine, but prices were low. In Eastern Oregon the crop was a partial failure, caused by a dry season. Oats, barley, potatoes, and other farm produce did not bring remunerative prices; and hops were a drug in the market. The fruit crops generally were poor, but prices were high. The codlin moth caused much damage in the orchards.

Sheep and cattle.

Profitable prices were realised for wool, and growers have had no reason to complain; but prices of cattle have been lower, and I am informed that this branch of husbandry has not been

profitable, and that the large herds of cattle are being gradually driven off the ranges by sheep.

Population and industries.

The immigration into Oregon and Washington continues large, and the increase of manufacturing enterprises in Portland has been very great. The following is a comparison of the last three years:—

Manufactures.

Year.	Persons Employed.	Estimated Value of Product.
		£
1887..	3,380	1,560,880
1888..	5,000	2,776,990
1889..	7,500	3,951,600

Oregon Iron and Steel Company.

The Oregon Iron and Steel Company at Oswego ran full blast nearly all the year, and produced about 10,000 tons of charcoal pig-iron. Its pipe works also run to their full capacity, using up a large proportion of this product. The company is putting in a Davis and Colby roasting furnace to increase capacity and utilise the waste gases from the furnace.

Mining.

More mines are being developed annually in Oregon, Washington, and Northern Idaho. It is impossible to procure reliable statistics of the gold product of Oregon mines, which are mostly to be found in Baker, Grant, Jackson, and Josephine counties. There are now opened up and operating over 12 mines in the Cœur d'Alene district of Northern Idaho, the average produce of which during the year was about 350 tons of concentrates daily, averaging about 70 per cent. lead, and 40 oz. silver per ton.

Public works.

The appropriations by Congress for prosecution of the important work on the canal and locks at the cascades of the Columbia river have been so fitful and inadequate, that much money is wasted in protecting work already done, during enforced periods of idleness, for want of funds. Progress is, therefore, slow. The United States engineers continued the prosecution of this work, so often referred to in my previous reports.

Railways.

There has been no construction in my district, but in some parts of Oregon and Washington there has been some addition made to branch lines of the roads terminating here. The Oregon Railway and Navigation Company has now become, by lease, practically a part of the Union Pacific system, and its 1,019 miles of road have been operated by the latter. The Oregon and California (475 miles) is leased and operated by the Southern Pacific Railroad Company, and the Oregonian Railway Company, a Dundee Corporation, with a narrow gauge system of 153 miles, connecting with the Portland and Willamette Valley Railroad, also narrow gauge, runnnig to Portland, a distance of 30 miles, have both come under the control of the Southern Pacific Company. The Oregon Pacific Railroad, terminating at Yaquina Bay, has extended its road eastward during the past year. After crossing the Cascade Mountains, it will be continued to Boise City, Idaho.

Terminal facilities.

Some little improvement has been made, but present terminal

facilities are a disgrace to the railroads interested. It is believed that some agreement will be arrived at and a fine passenger station be built or begun in 1890.

Street railways.

The cable railway mentioned in my last report has been practically completed. During the year several miles of new electric lines have been built leading to suburban districts, and some of the horse-car lines are being changed into electric roads. These work very smoothly and satisfactorily, using an overhead wire and seeming to be under perfect control. The posts used are not ornamental to the streets.

City finances.

Water bonds.

Waterworks receipts, &c.

The water commission sold the equivalent of 10,000*l.* more 5 per cent. bonds during the year, realising 9 per cent. premium. Receipts from the waterworks were equivalent to 26,640*l.*, and the disbursements to 16,281*l.*, in addition to the interest on 120,000*l.* outstanding bonds equal to 6,000*l.* Preparations are being made to increase the supply, and new pipes are being laid continuously.

Revenue.

The total revenue of the city, exclusive of waterworks, but including balances carried over from 1888, was equivalent to 62,935*l.*, and the expenditures were 49,662*l.* Cost of improvements paid by owners of contiguous property were: street improvements 7,067*l.*, street extensions 2,677*l.*, and sewers 13,116*l.*

Payments by property owners

Taxation.

Remarks.

The State, county, city and school taxes aggregated 3·20 per cent. This city has never been what is called on this coast a "boom" town, but has steadily grown in wealth and importance.

Real estate transactions.

The following are the values of transfers and sales of real estate recorded in this county of Multnomah, over two-thirds being of city and suburban property, during the last three years:—

	Dollars.		£
In 1887	5,864,081	=	1,172,816
1888	7,035,866	=	1,407,173
1889	14,140,352	=	2,828,070

Buildings.

The magnificent hotel referred to in my last has been completed, also a beautiful opera house and the exhibition building was opened with great success during the year. There has been great activity in the building trade, and many fine brick business buildings have been completed, or are in course of construction.

Dwellings scarce.

Dwellings are very scarce, and rents high, though a vast number have been built both in Portland and suburbs.

Labour.

Skilled labour and labourers generally have been in demand throughout the year, and there is little excuse for any man willing to work going idle.

Health.

There was some small-pox in this district early in the year, but it was speedily stamped out, and although malarious fevers are rather prevalent, the general health has been good.

NOTE.—The values given in this report are reduced to sterling at the average rate of 5 dol. per 1*l.* sterling.

Annex A.—Return of all Shipping at the Port of Portland, Oregon, in the Year 1889.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	57	72,120	19	10,663	76	82,783
American	...	...	...	...	...	...
Foreign	1	853	3	4,285	4	5,138
Atlantic	5	7,739	...	...	5	7,739
Coasting	18	4,630	249	300,197	267	304,827
German	3	3,151	...	...	3	3,151
Total	84	88,493	271	315,145	355	403,638
,, for the preceding year...	...	...	...	...	307	445,629

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	58	72,245	18	10,102	76	82,347
American	...	...	...	...	...	...
Foreign	5	7,015	3	5,085	8	12,100
Coasting	8	2,277	249	297,605	257	299,882
German	3	3,151	...	...	3	3,151
Total	74	84,688	270	312,792	344	397,480
,, for the preceding year...	...	...	...	...	315	447,353

Annex B.—Return of Principal Articles of Export from Portland, Oregon, during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wheat	Quarters ...	293,855	393,085	573,550	752,576
Wheat flour	Sacks ...	297,287	328,460	388,871	361,502
Timber...	Thous. feet	1,713	3,828	2,093	3,905
Canned salmon	Pounds ...	48,000	1,300	...	...
Other articles	...	...	...	...	1,027
Total foreign exports ...	...	...	726,673	...	1,119,010

Return of Principal Articles of Import to Portland, Oregon, during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coals	Tons	25,035	17,760	13,620	8,634
Tin and terne plates	Pounds	3,524,299	21,570	2,522,755	15,496
Rice	,,	2,818,305	10,171	2,096,645	6,595
Earthenware and glassware	...	...	16,633	...	12,313
Salt	Pounds	5,361,632	3,745	4,782,310	2,979
Cement	Barrels	24,579	4,981	37,637	6,757
Cigars and tobacco	,,	40,147	17,289	...	8,238
Wines and liquors	...	...	2,659	...	3,231
Beer, porter, and ale	Gallons	13,033	1,779	36,742	5,026
Soda and chemicals	Pounds	639,334	1,116	...	1,236
Oils	Gallons	15,437	492	21,477	1,567
Pig iron	Tons	1,054	2,923	1,900	4,097
Rails, bar iron, and manufactures of iron and steel	,,	4,759	27,653	20,533	92,577
Firebricks	Number	399,725	432	706,960	1,344
Tea	Pounds	193,741	4,537	128,356	1,636
Hemp	Tons	506	21,161	110	3,280
Glass	Pounds	1,253,138	4,491	1,431,169	4,622
Bags and bagging	...	...	30,194	...	...
Manufactures of silk	...	...	5,230	...	...
Pickles and sauces	...	...	1,350	...	...
All other articles	...	...	10,748	...	24,662
Total foreign imports	...	...	206,914	...	204,290

N.B.—The above returns do not include exports or imports coastwise or by rail, with the exception of articles transported in bond.

Annex C.—Table showing the Total Value of all Articles Exported from Portland and Imported to Portland, Oregon, from and to Foreign Countries during the Years 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain	640,619	998,377	100,396	157,332
Belgium	..	..	5,061	3,898
British Columbia	21,636	516	1,276	7,498
China and Japan	55,170	40,009	31,521	22,578
Australia	..	..	9,868	2,518
Peru and Chile	8,820	2,200	..	..
France	..	77,908	739	752
Germany	..	..	..	1,779
Cuba	..	..	17,032	7,935
Philippine Islands	..	..	22,348	..
India	..	..	18,769	..
All other countries	428	..	404	..
Total	726,673	1,119,010	206,914	204,290

Annex D.—An Act passed February 21, 1889, for the Prevention of, and Punishment for Enticing and Harbouring Seamen from Ships, Steamers and other Vessels at the Ports of Portland and Astoria, Oregon, U.S.A.

Be it enacted by the Legislative Assembly of the State of Oregon:—

Sec. 1. That Sec. 1952, of the general laws of Oregon, as annotated by William Lair Hill, be amended to read as follows:—

Sec. 1952. That if any person or persons shall entice, persuade, or by any means attempt to persuade any seaman to desert from, or without permission of the officer then in command thereof, to leave or depart from, either temporarily or otherwise, any ship or steamer or other vessel, while such ship, steamer or other vessel is within the waters under the jurisdiction of this State, or within the waters of concurrent jurisdiction of this State and the Territory of Washington, such person or persons shall, upon conviction thereof before any justice of the peace, or before a circuit court of this State, be punished by imprisonment in a county jail for not less than 1 nor more than 6 months, or by a fine not less than 50 dol. nor more than 200 dol., or by both such fine and imprisonment.

Sec. 2. That Sec. 1953, of the general laws of the State of Oregon, as annotated by William Lair Hill, be amended to read as follows:—

Sec. 1953. If any person shall knowingly, and with manifest intention to deprive the owner or master of any ship or vessel, of the service of any seaman, harbour or secrete, or by any means aid in harbouring or secreting, with the intention aforesaid, any seaman mentioned in this Act, such person or persons shall, upon conviction thereof before a justice of the peace or circuit court, be punished by imprisonment in the county jail not less than 60 days nor more than 6 months, or by a fine of not less than 50 dol. nor more than 250 dol.

Sec. 3. If any person or persons shall demand or receive, either directly or indirectly, from any seaman or apprentice, or from any person seeking employment as a seaman or apprentice, or from any person on his behalf, any remuneration whatever for providing him with employment on board a sea-going vessel, he shall for every such offence, on conviction thereof before any justice of the peace or circuit court of this State, be punished by imprisonment in a county jail for a period not less than 10 nor more than 100 days, or by a fine not less than 20 dol. nor more than 200 dol.

Sec. 4. If any person or persons shall demand or receive, either directly or indirectly, from any owner or master, or agent of owner or master of a sea-going vessel, any remuneration whatever, other than a fee of 10 dol. per man, for supplying any seaman or apprentice to be entered on board such sea-going vessel, he shall for every offence, on conviction thereof before a justice of the peace or circuit court, be punished by imprisonment

in a county jail for a period not less than 10 nor more than 100 days, or by a fine not less than 20 dol. nor more than 200 dol.

Sec. 5. If any person, not acting in an official capacity, shall board or attempt to board any ship or vessel on the Willamette or Columbia river, not engaged in the carrying of passengers for hire, without the consent first obtained of the captain, master or other officer in command thereof at the time, such person, on conviction thereof before any justice of the peace or circuit court, shall be fined not less than 20 dol. nor more than 100 dol., or be imprisoned in a county jail not less than 10 nor more than 100 days, or both.

Sec. 6. No officer or seaman of a sea-going vessel or ship shall be arrested or imprisoned for debt; and any officer executing a process of arrest for debt upon such officer or seaman shall, upon conviction thereof before any justice of the peace or circuit court, be fined in a sum not less than 20 dol. nor more than 100 dol.

Sec. 7. It is hereby made the duty of the mayor and common council of the cities of Portland and Astoria, in this State, severally to appoint or designate a person or officer, whose duty it shall be to see that this Act is not violated and that the provisions thereof are enforced; and such person or officer, so appointed or designated, shall have all the authority and powers of a peace officer, and may make arrests for violations of the provisions of this Act, and shall perform such other duties as to the enforcement of this Act as may be enjoined upon him by the common council of said cities respectively, and shall receive such compensation for his services as said common council may by ordinance provide.

Annex E.—A BILL for an Act to Amend Title 1 of Chapter 66 of Hill's Annotated Laws of Oregon, relating to Pilotage at the Columbia River Bar, and on the Columbia and Willamettte Rivers.

Be it enacted by the Legislative Assembly of the State of Oregon:—

Sec. 1. That Sec. 3894 of Hill's Annotated Laws of Oregon be, and the same is hereby amended so as to read as follows:—Sec. 3894. Each of said commissioners shall be commissioned by the Governor, and before entering upon the duties of his office, shall take and subscribe an oath of office, and file the same with the Secretary of State, to the effect that he will support the Constitution of the United States and of this State, and faithfully discharge the duties of the office of pilot commissioner according to law and the best of his ability. A person to be eligible to the office of pilot commissioner under this Act shall be over 21 years of age, must be a citizen of the United States and of this State, and two of said commissioners must have been engaged as master or mate of sea-going vessels or steamers, and to have at least two years' experience as such master or mate, prior to their election as such commissioners.

Sec. 2. That Sec. 3904 of Hill's Annotated Laws of Oregon

be, and the same is hereby amended so as to read as follows:—
Sec. 3904. The board has the power, and it is its duty, under this Act, to maintain a sufficient number of capable pilots upon the bar and river pilot grounds, and to exercise a general supervision over the subject of pilotage upon said grounds, and to that end may do and provide as follows:—

1. Examine and license pilots for said pilot grounds.

2. Hear and determine all complaints against any of said pilots.

3. Make and alter rules for the government of such pilots, and the maintenance of an efficient pilot service on the pilot grounds aforesaid not inconsistent with the laws of this State or of the United States; and to enforce the same by any lawful and convenient means, including the suspension or removal of any such pilot, and the imposition on him of a penalty not exceeding 250 dol. for any violation thereof.

Sec. 3. That Sec. 3906 of Hill's Annotated Laws of Oregon be, and the same is hereby amended so as to read as follows:—
Sec. 3906. An application for a pilot's license must be made in writing to the board, stating briefly the applicant's name, place of birth, age and experience as a navigator and pilot; and if, upon examination, such applicant is found worthy and qualified as herein provided, he shall be licensed for the term of one year.

Sec. 4. That Sec. 3908 of Hill's Annotated Laws of Oregon be, and the same is hereby amended so as to read as follows:—
Sec. 3908. No person shall be licensed as a pilot by the board unless he is an American citizen of the age of 21 years, of temperate habits, and good moral character; nor unless he possesses the requisite skill and experience as a navigator and pilot, together with practical knowledge of the currents, tides, soundings, and bearings, and distances of the several shoals, rocks, bars, points of land, lights, and fog signals, of or pertaining to the navigation of the pilot ground, for which he applies for a license to act as pilot; nor in case of the bar pilot ground, unless it satisfactorily appears that the applicant is provided with, or is attached to, a pilot boat or tug boat.

Sec. 5. That Sec. 3910 of Hill's Annotated Laws of Oregon be, and the same is hereby amended so as to read as follows:—
Sec. 3910. A person whose application for a pilot license has been refused may apply again after the expiration of six months, but not sooner; and a person whose license has been revoked or withheld for negligently, ignorantly, or wilfully running a vessel aground or on shore, or otherwise putting her in danger of serious injury, is thereafter ineligible to receive a license as pilot.

Sec. 6. That Sec. 3912 of Hill's Annotated Laws of Oregon be, and the same is hereby amended so as to read as follows:—
Sec. 3912. The pilot schooner belonging to the State of Oregon shall be under the direction and control of the Board of Pilot Commissioners, who shall establish rules and regulations for the use thereof; and said board shall be, and is hereby empowered to insure said schooner for the full amount of the value of the

same, and to equip and maintain said schooner in good seaworthy condition. And there is hereby appropriated out of the moneys in the Treasury, not otherwise appropriated, the sum of 1,500 dol. annually for such insurance and maintenance. The president of the board shall act as agent, husband, and managing owner of said pilot schooner on behalf of the State of Oregon; and in the event of such schooner being lost or disabled, it shall be the duty of said board to provide the pilots with an adequate vessel in which to ply their vocation as bar pilots until said board can conveniently purchase or construct a suitable pilot schooner to take the place of the schooner so lost or disabled, the amount of money so expended not to exceed the amount received on the policy of insurance, and a sum, together with the insurance, that shall not exceed 10,000 dol. Said schooner shall be kept cruising at all times outside the Columbia river bar, with bar pilots on board, unless prevented by tempestuous weather; and said schooner shall at all times, and at the expense of the pilots, carry such sufficient supply of provisions and water as may be necessary for the relief of vessels in distress, and such pilots must at all times extend aid to all vessels in stress of weather or in case of disaster; and if any such pilot or pilots fail to comply with any of the provisions of this section, it shall be good cause for suspension or removal; provided that this section shall not affect any claim for salvage arising out of services involving extraordinary danger or risk.

Sec. 7. That Section 3918 of Hill's Annotated Laws of Oregon be, and the same is hereby amended so as to read as follows:—Sec. 3918. The compensation allowed for piloting a vessel upon or over the bar pilot grounds per foot draft of said vessel is as follows: For piloting an inward or outward bound vessel to or from Astoria over the bar, or from within the bar to the open sea, 4 dol. per foot draft of said vessel, and 2 c. a ton for each ton over 1,000 tons, registered tonnage of said vessel; from or within the bar, and below Sand Island, one-half that rate; and from or above Sand Island, one-quarter of the same.

Sec. 8. That Sec 3919 of Hill's Annotated Laws of Oregon be, and the same is hereby amended so as to read as follows:—Sec. 3919. The compensation for piloting a vessel upon the river pilot ground per foot draft of such vessel between Astoria and Portland, whether ascending or descending, is 2 dol. per foot draft, and 2 c. for each ton over and above 1,000 tons registered tonnage of said vessel, which sum shall include services of said pilot for taking said vessel to and from the dock to and from which said vessel is destined; and the board is authorised to prescribe a proportionate compensation for pilot service between other points on said ground, and for moving a ship in port from one dock to another, or for one part of the dock to another of the same dock; the charge therefor shall be a sum not exceeding 5 dol., and the pilot shall, on being thereunto requested by the master of a ship, be required to do such work, and for such compensation. Every river pilot appointed and qualified under the provisions of this Act is required to render his services promptly for

the compensation provided by law in piloting any vessel up or down the Columbia or Willamette rivers when requested by the master of such vessel. If a river pilot shall speak a vessel as herein provided, and the services of such pilot or some other river pilot licensed under this Act, selected by the master of such vessel, shall be rejected by such master, the pilot first speaking said vessel shall be entitled to half pilotage, to be recovered of said master or vessel.

Sec. 9. That Sec. 3920 of Hill's Annotated Laws of Oregon be, and the same is hereby amended so as to read as follows:— Sec. 3920. The pilot who first speaks a vessel not exempt from compulsory pilotage, as provided in Sec. 3917, or duly offers his services thereto, as a pilot, on or without the bar pilot ground, is entitled to pilot such vessel over the same. The master may decline to accept the services of any pilot and may navigate his vessel over said pilot grounds without a pilot, but, nevertheless, he shall, if inward bound, pay to the pilot who first speaks his vessel, one-half of the amount of pilotage to which said pilot would have been entitled if his offer had been accepted and the services performed accordingly, and if outward bound the master may contract with any bar pilot licensed under this Act.

Sec. 10. That Sec. 3927 of Hill's Annotated Laws of Oregon be, and the same is hereby amended so as to read as follows:— Sec. 3927. A pilot who receives a license under this Act, must pay therefor to the secretary a fee of 10 dol., and for each yearly renewal thereof a fee of 5 dol., and must once a month make to the board a statement in writing of all moneys received by him during the month last past for pilotage, together with the date of such receipt, the name, tonnage, draft, nationality, and class of the vessel, and the name of the master thereof, from which the same was received.

Sec. 11. That Sec. 3933 of Hill's Annotated Laws of Oregon be, and the same is hereby amended so as to read as follows:— Sec. 3933. The fees and compensation of the pilot commissioners and of the secretary shall be as follows: For the granting and execution of a branch or warrant, 10 dol. to be paid by the applicant; for hearing and determining any complaint, 5 dol. per day each, to be paid out of the State Treasury on the warrants of the Secretary of State; for making semi-annual tours of inspection, and their report to the legislative assembly, 200 dol. each per annum, to be paid semi-annually out of the State Treasury on the warrants of the Secretary of State, who is authorised and required to audit and allow the same; provided, that if any member of the board shall fail to make such tour of inspection, in such case no warrant shall be issued to such member. The secretary shall receive a salary of 600 dol. per annum, out of the State Treasury on the warrants of Secretary of State, who is authorised and required to audit and allow the same.

Sec. 12. That Secs. 3923 and 3924 of Hill's Annotated Laws of Oregon be, and the same are hereby repealed.

Astoria.

Mr. Vice-Consul Cherry reports as follows:—

General business. Has steadily improved during the past year, the whole district showing a large increase in wealth and population.

Imports. Show an increase mostly in tin plates from the United Kingdom.

Tin plates. The retail price of tin plates in jobbing lots was from 1*l.* to 1*l.* 2*s.* per box of 10 coke steel plates B.V. grades.

Salt. But little difference is to be noted, the price for F.F. Liverpool being 3*l.* 10*s.* per ton.

Coal. An increase on the previous year is to be noted, but the price is somewhat lower 1*l.* 8*s.* to 1*l.* 10*s.* per ton for Newcastle, N.S.W., Wallsend coal.

Exports. Show a large increase in all articles excepting wheat, and a total higher value than last year.

Canned salmon. Shows a large increase both in amounts and values, besides an invoice cleared through by San Francisco to the United Kingdom.

Wheat. As stated shows a falling-off in amount and a decline in value from the preceding year.

Flour. Shows increased values as well as volume.

Lumber. Shows a large increase which would have been larger if the freight rate had been lower, and vessels for the trade were more easily to be had.

Manufacturing industries, lumber. Shows a steady increase, but as heretofore the bulk of the output is taken by California by coasting craft. The foreign trade suffering for want of suitable vessels, four coasters being pressed into service for the Australian trade. The lumber trade will reach large proportions in the very near future.

Salmon fishing The total salmon fishing of the Columbia river shows a small increase in the amount packed, the fishermen received 5*s.* per fish, but certain allowances brought the price up to 5*s.* 6*d.* and 6*s.* received for each fish.

The catch—owing to the low summer rise in the Columbia river, which left the fish wheels out of water—was confined almost altogether to the lower Columbia from the sea to 50 miles up.

Seives and traps are slowly pushing out the gill net fishing, the latter being very much more expensive to the cannerymen as they have to bear the frequent losses occasioned by careless fishermen. The business is steadily by force of circumstances falling into fewer hands. The number of canneries are diminishing, and consequently the competition among the cannerymen will not be so great.

Preparations for fishing. At the present no preparations are being made for the coming fishing season as heretofore has been the custom.

Salmon packing. The prices received for canned salmon was better than that of the year before, going up to from 1*l.* 6*s.* 6*d.* to 1*l.* 8*s.* per case of 48 1 lb. tins, but a higher price paid for raw fish took the extra profits. The latter part of the season the price fell rapidly, owing to the reported large pack in Alaska and British Columbia.

I understand that a number of the new canneries started in Alaska, in 1889, met with losses on account of the great expenses incident to starting, and the cost of freight and keep up there.

The pack of this district:—

	Cases.
The Columbia river spring catch	321,000
„ „ inferior fish	42,000
„ „ fall fish	1,000
Total	364,400

as compared with a total of 373,000 cases in 1888, showing a slow but steady decline.

	Cases.
On the coast north of the Columbia	54,000
„ south „	84,500
Total	138,500

Sturgeon fishing.

This is becoming an industry of growing importance; the consumption, however, is confined entirely to the domestic market of the United States. The fishermen received 1*d.* per pound gross weight; the raw fish are taken to the nearest railway, and there it is cut into convenient pieces, packed in ice, and sent to New York by rail, part of which is retailed fresh, and the bulk is reported to be smoked, and some canned, the market price there being 5*d.* per lb.

The catch at different points of the Columbia river amounts to from 20 tons to 25 tons per day, and is practically an all the year fishery, and consequently giving steadier employment to the fishermen than the salmon one, which lasts but 100 days in the year.

Fisheries of the Columbia river.

The fisheries of this river will, in a few years, when transportation is cheaper and easier, and population is larger, be enormous, and I believe, although the salmon pack is diminishing, it is yet only in its infancy.

Shipping.

There is a marked falling-off in the arrivals of vessels for the year, those under the British flag showing the largest amount.

This is occasioned by the low-price offered for grain, and the comparatively high freight rates. Part of this freight rate is chargeable to the fact that all vessels in the grain trade have to go up the river for over 100 miles to Portland, and as the river is at its lowest during the grain shipping season, it has become the custom to detain vessels till the spring tides to enable them to come down at their best draught, and over this all lighterage is charged to the vessel, and when laden the master has to return to Portland to settle accounts. These delays I have found average from eight to ten days more than if the vessel had taken on her cargo at this port. This detention, together with the fluctuating lighterage charges, is charged for by owners at the maximum, much to the detriment of the commerce of the Columbia river.

Government improvements.

A great deal of work has been done during the past year on the jetty of the mouth of the Columbia river. This jetty has been extended for a distance of over two miles, with the most satisfactory result of deepening the entrance on the shoalest place by three

feet, besides washing away a large extent of sands known as the "outer middle sands," thereby increasing the width of the entrance, and making it more accessible.

Internal improvements.

The citizens of this town and the county subscribed a sufficient sum to commence the construction of a railroad to a junction with a transcontinental line in the interior, the distance being about 85 miles. This road is now under construction, and will doubtless be finished within the contract time, October, 1891.

Besides this railroad two other transcontinental lines are preparing surveys, &c., for a connection with their lines to this port.

Results.

The result of this is already shown in the enhanced value of property in this town and neighbourhood, and it will no doubt be the means of keeping a fair proportion of the grain shipping at this port, as well as to develop the lumber export trade, and the opening out of some extensive coal beds to the south of this, and now quite inaccessible.

Law protecting seamen.

A law enacted by the last legislature for the punishment of men engaged in enticing seamen to desert, and then reshipping them at a heavy expense to owners, came into operation, and was effectually carried. It has the effect of reducing the number of desertions at this port to a small figure, but I notice that the desertions in Portland, Oregon, have increased during the same period.

Health.

Health has remained uniformly good for the past year.

Annex A.—Return of all Shipping at the Port of Astoria, Oregon, United States, during the Year 1889.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	60	75,663	...	...	60	75,663
American	6	5,798	5	2,176	11	7,974
German	3	2,938	...	...	3	2,938
Equadorian... ...	1	778	...	...	1	778
Total	70	85,177	5	2,176	75	87,357
,, for preceding year ...	...	...	...	...	125	137,014

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	55	86,211	...	...	55	86,211
American	8	2,026	7	7,628	15	9,654
German	3	3,125	...	...	3	3,125
Equadorian... ...	1	778	...	...	1	778
Total	67	92,140	7	7,628	74	99,768
,, for preceding year ...	...	...	...	...	137	157,600

Annex B.—RETURN of Principal Articles of Export from Astoria, Oregon, United States, during the Years 1889–88.

Articles.		1889.		1888	
		Quantity.	Value.	Quantity.	Value.
			£		£
Preserved salmon	Cases ...	135,614	189,900	74,095	109,761
Wheat	Bushels	559,090	91,800	864,382	149,729
Flour	Barrels ...	54,210	44,450	38,357	28,657
Sawn lumber	M. feet ...	5,230	10,353	2,723	7,030
Sundries	...	...	520	...	891
Total		...	337,023	...	293,068

RETURN of Principal Articles of Import.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Tin plates	Boxes ...	35,300	35,650	33,405	33,405
Salt	Tons ...	103	120	180	223
Coal	,, ...	3,348	2,344	2,347	1,733
Sundries	...	...	285	...	80
Total		...	38,399	...	35,441

Annex C.—TABLE showing the Total Value of all Articles Exported from Astoria, Oregon, and Imported to Astoria, Oregon, from and to Foreign Countries during the Years 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain	300,000	263,000	23,000	22,037
British colonies.. ..	7,400	1,511	2,360	1,729
Other countries.. ..	3,450	30,341	..	1
Total	310,850	294,852	25,360	23,767

PORT TOWNSEND.

Mr. Vice-Consul Alexander reports as follows :—

I have the honour to submit to you most respectfully my sixth annual report for the year ending December 31, 1889, giving you briefly a summary of the commerce and trade of the State of Washington during this period.

In procuring the data for the statistical portion of this report, and the several annexes, I have been materially assisted by C. M. Bradshaw, Esq., collector of customs at this port, who has courteously given me free access to the records in the custom-house.

Geographical delimitations of Washington State.

For the benefit of those who may desire to know the character and general condition of this new State, Washington is the extreme northwest State of the Union; it lies between parallels of latitude 45 degrees 30 minutes and 49 degrees north, and of longitude 117 degrees and 124 degrees 45 minutes west. Its greatest length is 340 miles east and west, and its greatest breadth 240 miles. It embraces an area of 64,944 square miles. It is bounded on the north by the straits of San Juan du Fuca and British Columbia, on the east by Idaho, on the south by Oregon and the Columbia river, and on the west by the Pacific Ocean. The territory was organised by Act of Congress of March 2, 1853, when it was separated from Oregon. The Act enabling Washington to come into the Union as a State was passed February 22, 1889, and the presidential proclamation was issued November 11, 1889. It has, therefore, been a State only since that time. Its politics are republican. The advantage of the new condition over the old cannot well be appreciated by persons who have not lived in a territory. It amounts practically to the difference between dependent government and self government. The territorial officers were appointed by the president, generally of foreigners to the needs of the territory. Money for the territorial administration was provided, often too sparingly, by Congress. The laws governing the territory were complex, often harmful. Now conditions are changed. Public affairs are administered at home, and the various cities and towns of the new State are unhampered by unreasonable limitations upon public enterprise. Indebtedness can be incurred by cities aggregating for all purposes 10 per cent. of the assessable property, and the State can create a funded debt of 80,000*l*. The new constitution just adopted is generally considered a wise and conservative document. It contains no burdensome and unusual restrictions either upon corporations or individuals, capital or labour. Railroads will be governed by a railroad commission, and reasonable maximum rate laws. Money is subject to no usury laws, and the rate of interest is therefore governed entirely by the laws of supply and demand. The average is 8 to 10 per cent. Wages are good, the labourer earning from 8*s*. to 10*s*. per day; skilled labour secures very much better pay, say, average of 16*s*. The cost of living is reasonable, rents are high, but the advantages to the homeseeker much more than counterbalance this drawback, which can at the most be only temporary.

Legislation.

Taxation.

Taxation for all purposes except city, state, county, school, and road, averages about 18 mills. The only heavy tax in cities is the road tax, incurred in the extension of streets, but it is invariably assessed to the abutting property, and is therefore not general.

The burden of taxation will undoubtedly be lightened within a very few years by vast state or county funds that will accrue from the sale of what is known as "tide," or "shore," lands on Puget Sound, and on the sea coast. These are "mud flats" between high and low water mark, and exposed at low water.

They cover a great area in the harbours of Puget Sound, and being adjacent to the business portions of cities, are very valuable. The tide lands of Puget Sound are at a rough estimate worth about 2,000,000*l*. These lands are now the State's, and are to be disposed of by sale. It is estimated that the interest from the accruing fund will within a very few years bear all the expenses of the State government. The general government has likewise given the State nearly 3,000,000 acres of land for school purposes. This land cannot be sold for less than 2*l*. per acre. When disposed of there will be realised in the aggregate a school fund of 6,000,000*l*. at the lowest possible estimate. Over 600,000 acres of land were donated by Congress for public buildings, scientific schools, State university, normal schools, and agricultural college, &c.

State division.

The State is divided into two great parts by the Cascade Mountains, known as Eastern and Western Washington. The general characteristics of the West are its nearly unbroken covering of timber, and its great deposits of coal and iron; and of the East, its wide and almost uninterrupted range of tillable land. There is a further separation of Western Washington into the Puget Sound country, consisting of the counties bordering upon the Sound, and the coast and river region, comprising those counties adjacent to the Columbia river, and on the Pacific Ocean. Eastern Washington is divided into districts or counties. The distinction between these districts arises through a difference of natural products, or because of some natural barrier or stream separating one from another. Their products are so rich and varied as to make the new State one of the most diversified and infinite in resources; it is the gradual recognition of this fact which has stimulated the growth of the State beyond all expectation, and caused an inflow of immigration, within the past three years, almost unprecedented in the history of Western States.

Agriculture.

As an agricultural and fruit-producing State Washington possesses the elements which promise a great future. Commerce, mining, and manufacture will always furnish employment to a large portion of the population, but agriculture and fruit raising will be the leading industries. That part of Eastern Washington known as the Columbia river basin is devoted almost exclusively to grain and stock production. This famous "wheat belt" of the inland empire has an average width of about 25 miles, and extends about 300 miles in the State of Washington. The soil is uniformly rich, a dark loam. The average yield per acre is about 20 or 25 bushels of wheat. The climate, permitting nine months of farm work, with few interrupting rains in the spring, and none in harvest time, enables the farmer to overcome obstacles of transportation, &c., incident to a new country, and undersell almost any country in the world's market. The price averages about 2*s*. 6*d*. per bushel. Failures are practically unknown in the wheat crop. Not one-tenth of this land is at present cultivated. The lands are yet quite cheap; railroads are being built, and a strong stream of immigrants is pouring into the country. The

immigrant need only turn over the virgin soil and harvest a good crop the second year.

Fruit.

The varieties of fruit most commonly produced are apples, pears, peaches, prunes, plums, cherries, quinces, and grapes; also strawberries, raspberries, gooseberries, cranberries, huckleberries, and currants. These are grown with great success in all parts of the western division, and on the agricultural lands and in the timber of the eastern division. Almost every farmer now plants an orchard. Any kind of vegetable can be grown to perfection in this State, with the exception of corn, maize, and Indian corn. The production of hay is one of the common and most profitable industries of Western Washington, and, I may say, when near a market, the most profitable; it can be grown at 28*s.* per ton, and sells readily from 40*s.* to 60*s.*, according to the season, sometimes going up to 120*s.* Hop growing is carried on principally along the eastern shore of Puget Sound. The crop in 1889 was about 35,600 bales. The acreage is about 4,500, and the yield about 1,600 lbs. to the acre. The cost of production is not over 4*d.* per lb. The quality is first grade; average price, say 6*d.* per lb., very low this year.

Timber and lumber.

Besides the peculiar adaptability of a great portion of this State to farming and fruit growing there is another fact of great importance to those interested in these pursuits: it is the ready market at home for their products. The commerce and shipping on the Sound and on the Columbia river, the working of the mines, coal, iron, and other metals, the lumber industry at the mills and various logging camps will employ many thousands of persons, who, for their daily supply of provisions, will be dependent upon the farmer. A large proportion of the farm products, such as flour, beef, pork, mutton, poultry, butter, cheese, vegetables, and fruit will be used for home consumption, while Idaho, Montana, and British Columbia will also demand a good share.

While the production of lumber presented no new feature during the year, the marketing of the product varied in essential particulars from the year before. Lumber manufactured in 1889 amounted to 684,182,851 feet; in 1888 it amounted to 454,985,146 feet, showing an increase of 229,197,706 feet. There was a falling-off in foreign shipments, and an extraordinary increase in the local demand; "local" means Eastern Washington as well as Puget Sound. Foreign cargoes show a great decrease, due to the scarcity of tonnage. Any other freight is better than lumber for first-class ships. The demand has been as great, but the orders have been declined for the lack of transportation facilities. This scarcity of tonnage has been partially met by the mill companies, who have sent to foreign ports such coasting vessels as they could spare from their respective fleets. Until last year only two cargoes had been shipped from Puget Sound to London, but last year nine cargoes were carried, a large part of the orders consisting of sticks from 16 by 16 to 24 by 24, and from 61 to 90 feet long. Trees from which this lumber is obtained are lofty, straight-grained and free from knots, from 24 to 60 inches in diameter. During the year a large number of

local mills were established, and one large mill for exporting lumber by rail into the interior of Eastern Washington and the timberless States west of the Mississippi river. One cargo was shipped across the continent to Boston, Massachusetts.

In regard to the fishing industry I will simply say that it is making progress and developing. Fishing.

Mining for precious metals has been carried on in the Cascade Mountains, and on the Suake, Columbia, and other rivers for some years, and about 40,000*l.* per annum has been produced, but it is expected that when the railway taps the Okanogan and the Colville districts marvellously rich deposits will be discovered and brought down to the shipping places. At present there are no means of transportation. Mining.

Deposits of granite and marble have been found in both Eastern and Western Washington, and a number of quarries have been established, and many are in full operation.

The output of coal in the State of Washington for 1889 was 911,529 tons, valued at 911,500*l.*; except for the interruption to the King County mines by the great fire at Seattle, which destroyed shipping facilities, the year's industry was steady; "local" sales were four times as large as last year, and are constantly increasing; fresh facilities at Seattle are now made for receiving and discharging 2,000,000 tons a year outside of the "local" demand. San Francisco takes the bulk of the coal output, a large quantity going to Portland, Oregon. Coal.

Three transcontinental railroads now compete for the traffic of Washington. The Northern, the Union, and the Canadian Pacific. The Northern has its three terminals at Seattle, Jacoma, and Portland, Oregon, and by its trunk line and feeders drain the larger part of the State. The Union Pacific having leased the Oregon short line, running from Granger, Utah, to Portland, Oregon, reaches Eastern Washington by the network of roads leased from the Oregon Railway and Navigation Company, having a northern terminus at Spokane Falls. The trade of Puget Sound is reached through a new line of steamships plying between the Sound and Portland, and by a traffic arrangement with the Northern Pacific, the Canadian Pacific is now extended to Seattle and Puget Sound from Vancouver, British Columbia, by a line of steamships, but it is expected that all rail connection with Seattle will be secured during the coming spring over the Seattle, Lake, Shore and Eastern by an extension from Luohornish to the boundary line, and junction there with a span of the Canadian built down from Mission, a point about 40 miles east of Vancouver. During the past year more miles of railroad have been built in this State than in any other year of its history. At the beginning of 1889 there were 1,268 miles of road in operation, and there are 312 miles of new road upon which rails have actually been laid and trains operated, making a total of 1,580 miles. Railroads.

The increase of steamboat traffic has not been less notable. So heavy is the trade on Puget Sound that the present equip- Shipping.

ment is inadequate. Several new companies have been constructed. The number of steamboats now number about 125.

Agriculture. An estimate of the agricultural growth of the State of Washington may be obtained from the reports obtained from the United States district land offices; the business transacted in these offices for the year ending November 31, 1889, shows that 13,597 entries were made, representing 2,344,214 acres, brought or to be brought under the plough, seeder, and harvester, and an outlay of 800,000*l.* to secure title to the land from the Government; add to this the amount spent by settlers to improve and reclaim their lands, say an expenditure of 400,000*l.*, which, added to the price paid, makes a total of 1,200,000*l.*, expanded in the preliminary acts of reclaiming heretofore wild lands; of these great expenditures Eastern Washington expended about 280,000*l.*, while Western Washington expended nearly 520,000*l.* The acreage in Eastern Washington is, in round numbers, 908,782 acres; while the western portion of the State has a total of 1,435,432 acres. This shows that the vacant lands of Eastern Washington are being gradually tilled, and the timber lands are being taken up in the west.

The several annexes which I append will show more particularly the commerce and trade of this new State with foreign countries; portions of the year have been unusually dull, which may account for the marked decrease in the returns for the preceding year. It is, however, confidently expected that prosperity and success will attend the future development of Washington.

Annex A.—RETURN of all Shipping at the Port of Port Townsend in the Year 1889.

ENTERED

Country.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	52	51,412	18	4,425	70	55,837
U.S. (America) ...	52	38,116	841	617,430	893	655,546
Norway	14	10,986	...	...	14	10,986
Sweden	12	10,574	...	...	12	10,574
Chile...	9	7,856	...	...	9	7,856
Germany	4	4,382	...	...	4	4,382
Hawaiian Islands ...	4	1,839	...	...	4	1,839
Nicaragua	2	1,553	...	...	2	1,553
Italy	1	980	...	...	1	980
Ecuador	1	778	...	...	1	778
Total	151	128,476	859	621,855	1,010	750,331
,, for 1888 ...	266	270,154	787	688,083	1,083	958,237

CLEARED.

Country.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Britain	49	49,651	24	7,781	73	57,432
U.S. (America) ...	123	102,429	813	549,346	936	651,775
Norway	16	13,515	...	...	16	13,515
Sweden	14	8,814	...	...	14	8,814
Chile...	9	7,870	...	...	9	7,870
Germany	3	2,763	...	...	3	2,763
Hawaiian Islands ...	3	1,839	...	...	3	1,839
Nicaragua	3	2,389	...	...	3	2,389
Italy	1	980	...	...	1	980
Ecuador	1	778	...	...	1	778
Total	222	191,028	837	557,127	1,059	748,155
,, for Year 1888	230	295,451	788	661,167	1,063	956,618

Annex B.—RETURN of Principal Articles of Export from Port Townsend during the Years 1888 and 1889.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cattle	Head ...	589	4,266	615	3,925
Hogs	,, ...	2,406	3,160	3,186	2,279
Horses	,, ...	273	13,799	131	2,672
Sheep	,, ...	30,513	14,384	23,732	10,512
Other animals	...	...	391	...	406
Wheat	Bushels ...	1,134,803	196,364	2,629,794	449,715
Flour	Lbs. ...	13,884	11,240	54,814	44,404
Other breadstuffs	...	...	4,517	...	11,161
Butter, eggs, &c.	...	...	4,662	...	3,811
Fish	...	...	1,357	...	509
Furs	...	...	6,762	...	11,400
Iron manufactures	...	...	16,229	...	13,507
Liquors and spirits	...	...	1,560	...	1,241
Oils	...	...	8,003	...	8,141
Provision, bacon, &c.	...	...	18,475	...	21,644
Vegetables, fresh, canned ...	...	...	327	...	763
Fruits, fresh, canned	...	...	2,844	...	3,894
Hops	...	...	821	...	6,879
Books, stationery, &c.	...	...	2,916	...	3,019
Agricultural implements, &c. ...	...	...	302	...	2,245
Timber	M. feet ...	109,765	235,773	373,014,951	761,507
Manufactures of wood	...	...	6,350	...	...
Wool, woollen manufactures ...	...	...	4,489	...	1,319
Tobacco, cigars	...	...	1,822	...	2,289
Other articles	...	...	86,452	...	39,814
Total		...	627,256	...	1,413,958

Return of Principal Articles of Import to Port Townsend during the Years 1888 and 1889.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Free—					
Tea		...	995	...	2,034
Raw furs and skins		...	30	...	33,720
Brimstone		...	100	...	...
Coffee		...	45	...	8,625
Other articles		...	362	...	...
			1,532		
Dutiable—					
Liquors, spirits		...	2,175	...	1,654
Rice		...	3,178	...	2,346
Salt		...	1,172	...	700
Cement		...	6,472	...	605
Steel rails	Tons	1,500	6,918	...	13,988
Pig iron	,,	2,468	5,267	...	1,030
Iron ore	,,	13,642	5,614	...	2,839
Coal	,,	5,364	3,867	...	3,012
Firebrick		...	1,181	...	...
Granite, rough	Tons	1,071	684	...	...
Steel tin plate		...	681	...	...
Cattle		...	224	...	...
Fish		...	117	...	...
Furs, deeped		...	355	...	...
Tobacco		...	65	...	...
All other articles		...	10,677	...	8,061
			48,640		
In Bond—					
Tea		...	135,129	...	...
Furs and seal skins		...	6,729	...	...
Skins and hides		...	2,086	...	...
Liquors		...	381	...	...
All other articles		...	1,344	...	...
In Bond		...	145,669		
Free		...	1,532		
Dutiable		...	48,640		
Grand total		...	195,841	...	77,814

Note.—In the import table the total of free and dutiable goods together amount to 50,172*l*. Those in bond were shipped to other places in the United States and Canada. The pound sterling has been reckoned at 48,665 dol., the custom-house standard at this port.

Annex C.—TABLE showing the Total Value of all Articles Exported from Port Townsend and Imported to Port Townsend from and to Foreign Countries during the Years 1888 and 1889.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain	228,203	289,405	21,589	26,685
British Columbia	149,316	183,180	27,267	556,599
British Possessions, Australasia	104,316	169,719	675	20
Chile	57,520	32,315	..	..
Hawaiian Islands	29,587	27,649	52	..
Argentine Republic	23,085	5,307	..	..
Peru	18,432	13,705	..	100
Uruguay	4,519	1,644	.	..
Mexico	3,904	12,299	330	..
China	2,941	5,543	..	..
French Possessions, Australasia	2,128	..	..	..
Japan	1,220	..	279	1,432
Ecuador	1,104	..	..	..
Other countries	981	135,511	..	1
Total..	627,256	875,677	50,172	584,837

LOS ANGELES AND WILMINGTON.

Mr. Vice-Consul Mortimer reports as follows :—

Introductory remarks.

In my last report I stated that the great prosperity and rapid development of this district had at last received a check, the extent of which it was then difficult to determine. The inactivity and depression in business still continues, and there are many indications that the period of depression will continue for two or three years. The completion of a third trans-continental railway, connecting Los Angeles with the Eastern States, which will, I think, be accomplished within three years, will be the signal for an era of prosperity, and business activity, greater and more permanent than that which in the past six years has attracted so much attention to Los Angeles and its vicinity. The following comparative statements fairly indicate the extent of the present depression in business. In 1888, new buildings were constructed in the city of Los Angeles to the value of 2,000,000*l.*, and in 1889 to the value of 900,000*l.* The considerations named in the conveyances of realty filed for record in the year 1889, aggregated in value 7,100,000*l.*, a decrease of upwards of 40 per cent. on the operations of 1888, and 12,000,000*l.* less than in 1887. The Los Angeles clearing-house reports clearings as follows :—

	£
1888	12,600,000
1889	7,400,000

These figures represent all the city banks, except four small institutions organised during the year 1889. Making a liberal allowance for these new banks, the decrease is over 35 per cent. In view of the fact that clearing-house returns fairly gauge the condition of business in this country, this marked decrease is the best test of the extent of the general depression in business. 172 divorces were granted by the Superior Court in Los Angeles county during 1889, an increase of 59 on the number granted in 1888. Although the activity of the divorce court is a sign of depression in business, I cannot say that it is an infallible one, as I see in the lists for 1889 that one lady (aged 27) obtained her third divorce in March, was remarried in April, and obtained her fourth divorce in November last. I do not wish to express an opinion on the subject of free trade and protection, I may say, however, that the great distress here among the labouring classes shows, that during the period of unexampled prosperity from 1883 to 1888, they either neglected to save, or, owing to the protective tariff, they were unable to save much out of their wages. The tariff increases the cost of necessaries to the consumer about 50 per cent.; as, however, the wages of the working classes here are, on an average, more than 100 per cent. in excess of the wages paid in the north of Europe, distress, in times of depression, must to some extent be ascribed to lack of thrift. The receipt of an apparently high wage, magnifies the importance of the labourer in his own eyes, he does not confine his expenditure to necessaries, and the high tariff on luxuries soon exhausts his resources. If the working classes lived as economically here as they do in Europe, distress, during periods of depression, would be unknown. All property, real and personal, is taxed annually, and for this purpose an annual valuation or assessment is made; the assessed value of all property in the six counties—40,000 square miles—composing this district, was, exclusive of railways:—

	£
In 1880	7,300,000
„ 1889	33,700,000

The assessed value of the city and county of Los Angeles was:—

	£
In 1888	21,500,000
„ 1889	18,700,000

British interests.

In so far as British interests are concerned, the most important matters in this report will be found under the following headings: Railway to Salt Lake City, Unsuccessful English Companies, Advice to British Capitalists, Advice to Emigrants, Treatment of Vagrants, Sewer Bonds, and Non-resident Purchasers of California Lands.

Trade and commerce.

The chief exports are grain, wine, oranges, and other fruits. I have no accurate statistics of the amount of grain produced in this district; the surplus for export was not large, and was shipped, chiefly in coasting vessels, from Hueneme, a port of delivery within the collection district of Wilmington.

The depression in the wine trade continues. I am informed that large quantities of wine from this district were sold in New York below cost of production. The trade suffers greatly from the manufacture and sale of an adulterated article in the Eastern States. A Bill is now before Congress providing for a tax of 5*d.* per pint "on all beverages containing alcohol designated or sold as wine, or as a substitute for wine, not made from grape juice and prepared in accordance with methods recognised as legitimate in standard published works on the subject." Whether this Bill will be passed, or if passed will be effectual, is at least problematical. Wine.

In my last report I estimated the orange crop for 1889, then being harvested, at 2,000 car loads; it proved to be 2,700 car loads (27,000 tons). The manager of the Earl Fruit Company estimates the crop now being harvested at 2,400 car loads, other estimates place it as high as 3,500 car loads. The fruit is packed in boxes averaging in weight 70 lbs., and containing about 125 oranges, 300 boxes (21,000 lbs.) make a car load. The following figures for 1889 show the relative importance of the California crop:— Oranges.

	Boxes.
Florida..	2,000,000
Importations from Mediterranean	1,500,000
Southern California	810,000

Many people think that the crop of this district will soon eclipse the importations from Europe and the Southern States, believing that the California orange is the best. Estimates showing the profit in orange culture will be found elsewhere in this report. A committee of Congress has just recommended that the duty on oranges be increased from 1*s.* 3*d.* to 2*s* 6*d.* per box. This increase is no doubt designed to protect the California orange from the Mexican product, which, owing to cheap land, and cheap labour, is produced for about 60 per cent. less. The California orange sells here at from 8*s.* to 12*s.* per box, and in the Eastern States at 16*s.* to 24*s.* per box. The manager of the Southern California Packing Company reports that his company packed 30,000 cases of fruit in 1889. Each case contains 2 dozen cans of 2½ lbs. each, and sells here for 10*s.* to 16*s.* per case. He estimates the total fruit pack of Southern California at 70,000 cases, and adds, "The outlook for 1890 is better than it has been for two years, while high prices will not be received we think there will be a good demand, and that leads to prosperity," Canned fruit.

The product of raisins in this district has risen from 20,000 boxes in 1880 to 300,000 in 1889. The duty on raisins will probably be increased from ¾*d.* to 1¼*d.* per pound. Raisins.

Imports.

The importation of coals from Australia in British ships in the last three years has exceeded 30,000 tons, principally for the Southern Pacific Railway. It was stated recently in the local press that this company had arranged to obtain its supply from Coals.

Reasons for decrease of import from Australia.

British Columbia, and, as only two cargoes have arrived from Australia in the last seven months, I wrote to the general manager for such information as he was at liberty to give me. In reply he writes me: "Our company owns large coal deposits which we are working in British Columbia. It is also true that our people are owners, and are operating very extensive coal mines in Washington, with negotiations now pending for additional coal-fields in that State, on account of the 75 c. (3*s.*) per ton duty against all coal from Vancouver. We may have to build a short line of railroad from the contemplated coal lands to tide-water on the Puget Sound, but this will not take very long when the matter is fully determined." Since the opening of the Southern Pacific Railway from New Orleans to Los Angeles in 1883, that company has unsuccessfully competed for the shipment of the surplus grain from this district to Europe, viâ New Orleans, and this notwithstanding the fact that from time to time to time cars are returned empty from here to New Orleans. Should the company procure all its coals from British Columbia and Washington, however, the number of ships coming to this coast will be materially lessened, and rates of freight may advance sufficiently to admit of the company obtaining a share of the business. In my report for 1883, I stated that the railway rate on grain to Liverpool viâ New Orleans was 1*l.* 16*s.* per ton, and that that rate would not pay. In 1884 the rate was advanced to 2*l.* 5*s.* per ton. This is probably the lowest rate the company can profitably charge.

Owing partly to lack of harbour facilities, and partly to the fact that there is as yet nothing here for export by sea, the imports for Los Angeles are entered at San Diego, San Francisco, New Orleans, and New York, and brought here by rail.

Ceylon teas. Tetley and Co.'s teas.

The Ceylon teas introduced here by W. H. Murray and Co. are finding favour. Joseph Tetley and Co., of London, established an agency here recently, and sell a good black tea at 2*s.* 10*d.* per lb. Heretofore black teas, worth in London about 1*s.* 6*d.* per lb., have sold here for 4*s.* to 5*s.* As there is no duty on tea this is only to be accounted for by the fact that most of the people here drink green tea or coffee.

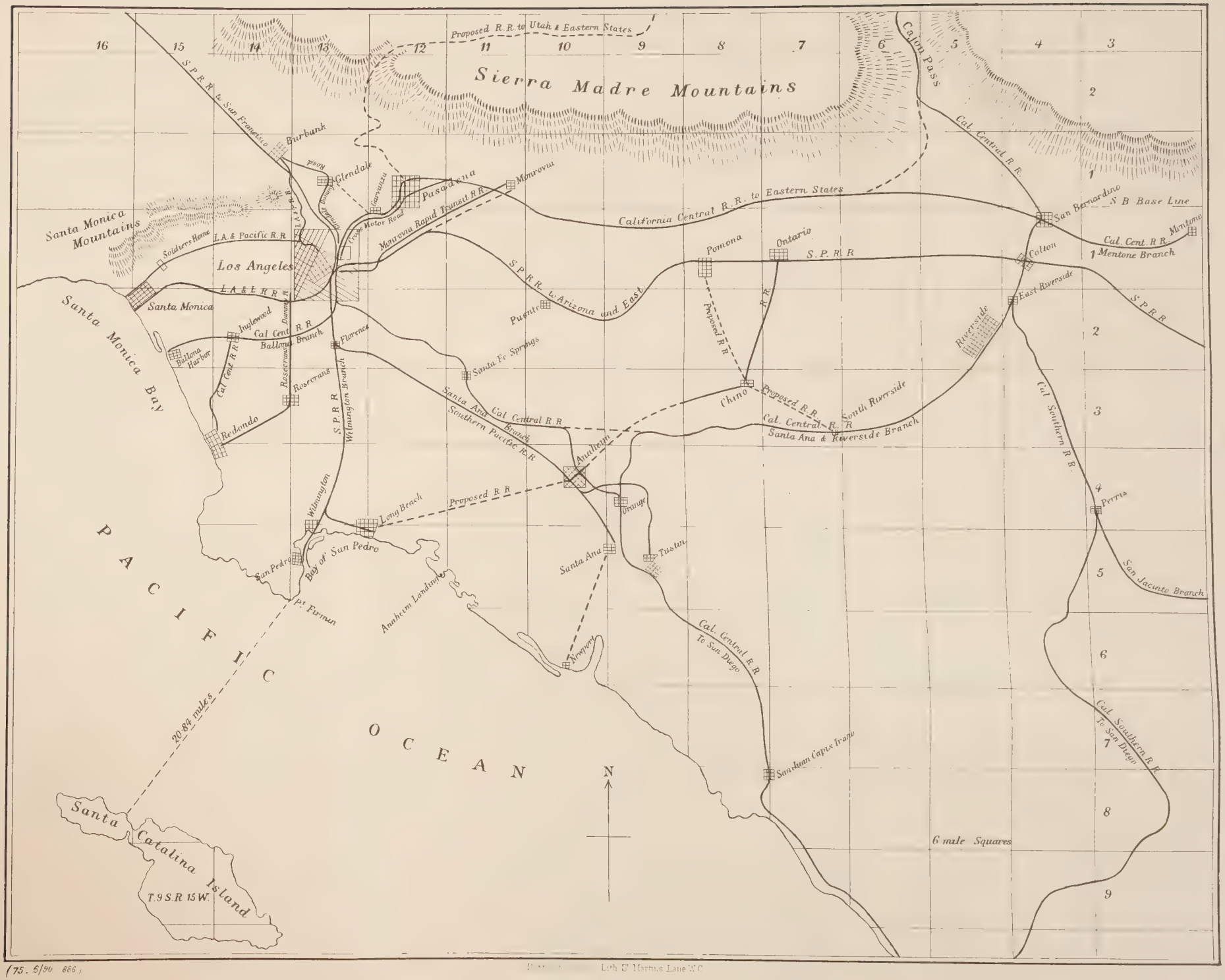
Lumber.

In 1888 153,000,000 feet of lumber was landed at Wilmington from domestic ports. In 1889 the import decreased to 46,000,000 feet.

Shipping and Navigation.

Harbours.

The annexed map (for which I am indebted to Mr. George B. King, C.E.) shows the trans-continental and local lines of railway, the port of Wilmington, and the new port of Redondo. It will be seen that the Bay of San Pedro, where foreign-going vessels anchor, is wholly unprotected from the south-east gales. Occasionally vessels at anchor in the bay are driven ashore and wrecked. The anchorage is so exposed that vessels frequently lose 10 or 12 days owing to the bay being too rough to admit of lighters being brought alongside. The government has expended



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Lith & Mounts Lane N.C.

131,000*l.* in improving the inner harbour and the entrance thereto, and there is now sufficient water on the bar to admit the largest coasting vessels at high tide. The president of the Chamber of Commerce here writes me that the last two appropriations (10,000*l.* in 1884, and 15,000*l.* in 1886) remain unexpended, "the whole amount being but a little more than sufficient to purchase the appliances for the prosecution of the work." In 1884 the government engineer estimated that an expenditure of 45,000*l.* would deepen the channel sufficiently to admit foreign-going ships to the inner harbour, and the above appropriations were made pursuant to his recommendation. In 1886, as stated in my report for 1887, the same engineer recommended the construction of a breakwater enclosing the bay of San Pedro, at a cost of 800,000*l.* basing his recommendation on the fact that Wilmington possesses advantages over San Francisco for the overland transportation of Asiatic and Australian commerce, the chief advantage being that the railroad haul from the Eastern States is 500 miles less than to San Francisco, and is equivalent to 800 miles, owing to the comparatively easy grades on the southern route. The Member of Congress for this district wrote to the president of the Chamber of Commerce under date January 9, 1890, as follows: "No recommendation has been made for an appropriation by the engineer office, and consequently no estimate has been submitted to Congress for any sum to be expended in making an improvement. . . . . No plan of improvement of the San Pedro harbour has yet been adopted; at least no plan of inclosing a deep-sea harbour by a breakwater has been adopted by Congress."

No prospect of a harbour for Los Angeles.

It appears from the foregoing that there is little prospect at present of any improvement of the inner or outer harbour. General cargoes for Los Angeles, and coals for the Los Angeles Gas Company, and others, formerly shipped direct to Wilmington, are now shipped viâ San Diego, on account of the delay and loss in discharging into lighters at San Pedro. Private parties have expended large sums of money in efforts to make harbours at Ballona, 16 miles west, and Redondo, 21 miles south-west of Los Angeles. The former is admittedly a failure; the latter is protected only from the south-east gales (see map accompanying this report). If the money used at these places had been expended at Wilmington, in conjunction with the government funds, Los Angeles would now have the best port south of San Francisco, ensuring to this district a greater degree of prosperity than can be expected from any other public improvement.

Stevedoring charges.

In my report for 1888 I gave the charges at the port of Wilmington for loading and unloading vessels. The charge for towing donkey-engines to ships and back is 6*l.*, not 6*l.* per day as it has been incorrectly printed.

Pilotage.

In my report I stated that the Wilmington pilot claimed pilotage fees, averaging 16*l.* per vessel, from vessels anchoring in San Pedro Bay outside the outer harbour line. Two suits were then pending in the United States district court here, and, as seafaring men are agreed that pilotage is unnecessary in the open roadstead

Pilotage compulsory.

it was hoped that the decision of the court would end the matter. The question was finally settled in March last by an Act of the Legislature of California, of which the following is the portion affecting foreign-going ships. "The following shall be the rates of pilotage into and out of the bay of San Pedro *at the outer anchorage.* All vessels under 500 tons 5 dol. per foot draught. All vessels over 500 tons 10 c. (5*d.*) per ton for each and every ton gross registered tonnage. When a vessel is spoken, and the services of a pilot are declined, the pilot shall be entitled to one-half pilotage." The Act further provides that vessels engaged in the coasting trade between ports of the United States on the Pacific coast shall be exempted from pilotage charges unless a pilot be actually employed. Under this Act the pilot's fees on a vessel of 2,000 tons would be 40*l.* inwards, and 40*l.* outwards if the pilot was employed. This is considerably in excess of the fees levied in San Francisco. I understand that this is the only open roadstead in the world where pilotage fees are compulsory.

Casualty.

The British ship "Old Kensington" arrived from Newcastle, New South Wales, April 4, 1889, with a cargo of 2,640 tons of coals. The cargo ignited spontaneously some time prior to her arrival, and the fire had gained such headway that it was found necessary to beach her. Messrs. Lloyd's agents in San Francisco inform me that they do not recollect any case of spontaneous combustion of Newcastle coals.

Agriculture.

"White scale" exterminated.

For the past five years I have annually drawn attention to the ravages of the Icerya, or "white scale," in the orange groves of this district. A year ago many of the principal orange-growers in the vicinity of Los Angeles had abandoned their efforts to exterminate this pest, concluding that their trees must die. Fortunately, it was learned that an Australian parasite, the Vedolia Cardinalis, had exterminated the white scale in Australia; a colony of the bugs was imported and placed on the trees in the Wolfskill orchard in this city; they multiplied so rapidly that in a few months the scale was entirely exterminated in this district; many trees, which a year ago were nearly dead, have revived and borne half a crop this season.

Other scale bugs.

The red scale is doing a great deal of damage to the orange trees. It is as destructive as the white scale was a year ago, the only difference being that it does not multiply as rapidly. Spraying and washing the trees has little effect other than to retard the fatal work of the insect. The purple scale, which proved very destructive to the orange trees in Florida, recently appeared here, and the San Jose scale has also appeared and done much damage. The extermination of the white scale has taught orchardists to look to nature for relief, and every effort is being made to discover parasites which will attack the pests I have named.

In my report for 1884 I gave the then generally accepted

figures of the cost of planting a 10 acre orange grove, and caring for it for five years. These figures represent the total cost, including land which is placed at 200*l.*, to be 860*l.*; receipts in same period 1,000*l.* I stated that the price of 10 acres of land suitable for orange culture should be placed at 400*l.*, and that the receipts were much exaggerated. Profits in orange culture.

The following figures are now quoted, the price of land being placed at the highest price for unimproved orange land:—

	£
10 acres of land	1,200
Planting and cultivating trees for five years, loss of interest, taxes, &c.	1,482
Total cost for first five years	2,682
Receipts from sale of oranges	682
Loss on first five years	2,000
Expenses from 5th to 8th year	1,080
Receipts from 5th to 8th year	3,572

It would appear from these figures that in eight years a 10 acre orange grove will pay for itself, and leave the owner a profit of 492*l.*, and thereafter will pay not less than 1,000*l.* per annum. I submitted these figures to an Irish gentleman who purchased a small orange grove about four years ago, and who is now planting a large one. He says, "good land suitable for orange culture, with a good water right, can be purchased for 60*l.* to 70*l.* per acre. The expenses are fairly stated, and the estimate of receipts, as far as my experience extends, is a fair one." He adds, "If I did not consider it pretty certain to be profitable you may be sure I would not go into it on a larger scale as I am about to do, for I am preparing to plant 40 acres more. I fully expect to net at least 10 per cent. on the money invested. If there were no drawbacks, the profits on orange growing would be, I think, enormous; but in California they seem to lose sight of the drawbacks. The chief one I consider are storms, which destroy at least half your crop some years, and injure the trees, so that you may have no crop, or only half a crop, the next year. This I hope, in a great measure, to obviate by planting plenty of windbreaks. Then some years the crop, even on high mess lands, will be injured by frost. The scale bugs, too, are to be dreaded. I consider also that part of the profits will have to be spent on manures when the trees are in full bearing. I would not take a present of an orange grove near Los Angeles, or anywhere in the vicinity of the sea, or where there is much fog, if the gift was coupled with a condition that I should work it. I will be a sadder and much disappointed man this day six years, if I find that I cannot make orange growing pay a better and safer interest on money than anything else I know." The writer of the foregoing is a successful business man, in whose judgment and integrity I place implicit confidence. As he is withdrawing money, invested on the best first mortgage security at 10 per

cent. net, to put it into an orange grove it must be admitted that he has the courage of his opinions. In explanation of some of his remarks, I may say that ravages of the scale bugs have been confined to the vicinity of Los Angeles, where, however, but little loss has been sustained from windstorms and frost. On the other hand, Riverside, Ontaria, and Pomona (see map accompanying this report) have escaped the bugs, but have suffered great loss from both windstorms and frosts. The eucalyptus tree grows to a height of 40 to 50 feet in four years, and when closely planted, in double rows, around an orange grove, forms a good protection from windstorms.

Vine disease.

The vine disease, described in my last two reports, is still unchecked, and now seriously menaces the existence of the viticultural industry in this immediate vicinity. At first it attacked chiefly the mission vines; now other varieties of red vines are dying, and the white varieties are also suffering. The disease first appeared in its present dangerous form in the southern part of this country, and destroyed many vineyards. Professor Dowlen, an expert employed by the Viticultural Commission to ascertain its cause, and, if possible, discover a remedy, inclines to the opinion that it is due to a fungus. On the other hand, Mr. Wheeler, Chief Executive Officer of the Viticultural Commission, reports that he is fully convinced that the fungus found on the dead vines is not the prime cause of the decadence of the vines, and that it attacks them only when they have been weakened from other causes. Professor Dowlen, who is, I understand, a graduate of an English University, writes me as follows:—"The cause of the disease has not yet been proved, nor would I like to say that a sure remedy has been found. In an experimental hothouse I have succeeded in keeping vines free from disease, but I have not met with the same amount of success out of doors. . . . The disease is present in the Riverside vineyards, but has not done the mischief there that it has around Los Angeles. It appears to have been known at Riverside for years past, but has never done serious harm there. A similar state of things obtains at Napa Valley, where the disease has been known for many years, but has never caused any trouble. With respect to the likeness between the 'mal nero' of the Italian vineyards and the disease here, though there is a great similarity between the two diseases their identity has not been proved. This question is under investigation."

The phylloxera, which is still doing great damage to the vineyards about 400 miles north of this district, has not yet appeared here.

Population and Industries.

Population.

The population of this city, which, a year ago, I estimated at 80,000, remains about the same; thousands of real estate dealers, "boomsters," and others have gone away in the past two years, and their places have been filled by new comers from the Eastern States and elsewhere.

A complete list of the factories in this city will be found in my report for 1888. The following paragraph in my last report is still correct:— Factories.

"For several years past mechanics have received from 16*s.* to 24*s.* per day. In the past year wages have been reduced from 40 to 50 per cent., and thousands of good workmen are now out of employment." Wages.

The aggregate capital stock of the public companies incorporated here in the year 1888 exceeded 15,500,000*l.* In 1889 the total was a little over 45,500,000*l.* Public companies.

In my last two reports I commented on a projected railway from Salt Lake City, in the territory of Utah, to Los Angeles, a distance of 640 miles. The construction of this line is of the utmost importance to this city and district, both because it will be the third competing trans-continental line from this city to the Eastern States, and also because it will pass through a rich mining and agricultural country, which will become tributary to Los Angeles. I am assured by the president of the Chamber of Commerce, and other gentlemen here in whom I have confidence, that the line will pass through vast deposits of good coal within 260 miles of Los Angeles, which can then be sold here at about 1*l.* per ton, a reduction of 50 per cent. on the present price. This will entirely cut off shipments from England and Australia, and will admit of the establishment of manufactures here, the raw materials for which are now practically valueless, owing to the high price of fuel. The Union Pacific and the Denver and Rio Grande Railways have had surveying parties in the field; the general manager of the latter road writes me, under date March 17, 1890, that no definite action has been taken by the board of directors of his company. It is generally believed that the line will be constructed by the Union Pacific. This company has constructed from Salt Lake to Milford, in Southern Utah, and is now constructing to Pioche, in Nevada, which latter point is within 400 miles of Los Angeles. The vice-president of the Union Pacific wrote me March 14, 1889: "Our engineer is looking the line up, but we have not reached a point where any decision can be made;" and, under date March 3, 1890, "we are in very much the same situation as we were on March 14, 1889, when we addressed you last. We shall construct this year from Milford to Pioche, but that is all that is under consideration for the present." Railway to Salt Lake City.

The line will, no doubt, be constructed from Pioche to Barstow or Mojave—stations in this district on the Santa Fé route—within the next five years, possibly within two or three; its completion will affect British interests as follows: first, it will put an end to the importation of coals from England, Australia, and British Columbia to Southern California; second, it will be of great value to this district, and so favourably affect the very large amount of British capital invested here; third, apart from these and other considerations, it will present opportunities for the investment of money in mining industries—gold, silver, copper, iron and coal.

Carson and Colorado Railway.

It is constantly stated in the press here that the Carson and Colorado Railroad, connecting Carson City, Nevada, with Inyo county, California, will be extended to Los Angeles. In reply to an enquiry from me, the president of that railway writes me as follows: "Our company has no idea of extending its line to Los Angeles. Our aim is to try and connect with the Utah Southern (Union Pacific) whenever it is extended from Pioche to Barstow or Mojave, and how soon that can be accomplished is more than I can say. We hope, however, that it may be effected during the next two years, and doubt if anything more than that can be expected in the meantime." I quote this letter in confirmation of my opinion, that the Union Pacific will reach Los Angeles within three to five years' time.

New railway to Pasadena.

A new railway has just been completed between this city and Pasadena, a distance of 10 miles, and trains are now run hourly, at reduced rates.

Railway losses from "washouts."

In my report for 1885 I drew attention to the loss of several million dollars sustained by the Southern Pacific Company, owing to "washouts," on its line from Los Angeles to San Francisco, and added: "As the mountains at the points where the damage occurred are very precipitous, and the soil friable, it would appear that the damage and consequent loss is liable to be repeated whenever the rainfall is exceptionally heavy." In December last, owing to an exceptionally heavy rainfall, this line was so badly "washed out" that there was no communication by rail between Los Angeles and San Francisco for 11 days. The aggregate loss of the trans-continental and local railways in December, in this district alone, from "washouts," must have exceeded 400,000*l.*

Temescal tin district.

In my report for 1884 I directed attention to some valuable tin mines in this district, and stated that they were not being worked, owing to litigation. A telegram has just been published here announcing the sale to an English syndicate of the mines I referred to for 300,000*l.* Colonel Baker, the reputed owner, informs me that he is not a party to the sale, and that his claim has not been settled.

Oil. New English company.

For some years I have annually commented on the increase in this district in the output of oil, and its increasing use for manufacturing purposes. The flowing wells at Puente, the discovery of which I referred to in my report for 1886, have been purchased (March, 1890) by an English syndicate, the Anglo-Californian Petroleum Company, Limited, for 180,000*l.* Mr. Lacey, one of the vendors, informs me that the present output, 150 barrels (6,000 gallons) per day, sells readily in this city. That the working capital of the company, 75,000*l.*, will be largely used in increasing the output, and that, at present prices, 8*s.* per barrel, oil is cheaper for manufacturing purposes than coals at 1*l.* per ton. The present consumption in this city is about 400 barrels per day. If the supply of oil can be increased indefinitely, as stated by the owners of oil lands, the question of cheap fuel supply for manufacturing purposes can be solved without the Utah coal. It is proposed to pipe the oil from Puente to Los Angeles, 16 miles. (See map annexed.)

General Remarks.

For the past six years I have annually pointed out the remarkably good opening existing here for the investment of money on mortgage. In the past three years the German Savings and Loan Society, of San Francisco, has invested 800,000*l.* at 9 and 10 per cent. gross, and I learn from their agent here, that all the mortgages are proving satisfactory. An English mortgage company, the Northern Counties Investment Trust, Limited, commenced business here a few months ago; as it is well managed I am satisfied it will be successful. English companies—paper, land, wine, and mining companies—organised to do business here in the past five years, have been unprofitable owing to such causes as (1) being too heavily handicapped with promotion money, (2) bad management, (3) errors in management arising from ignorance of American methods of business, (4) misfortunes that could not have been foreseen, and (5), in the case of mining companies, attempting to extract ore from non-ore-bearing rock. The local press has just reported one of these cases; it appears from the report that nearly 40,000*l.* has been expended on the faith of the representations of an English expert, that the ore was worth from 80*l.* to 120*l.* per ton, it now proves to be not worth mining. Two of the companies I allude to will eventually be profitable, as they own large tracts of land which are constantly increasing in value.

Mortgage companies rate of interest.

Unsuccessful English companies.

A local paper commenting recently on the sale, to an English syndicate, of an island a few miles from the coast, on which low grade ore is found, points out that the mines can be worked with English coals brought here as "ballast;" and, at the conclusion of the article, states that the ore can be shipped to England for reduction as "ballast." The editor informs me that the article was "inspired" by the promoter, probably for republication in England. The island, which is about nine miles long, and one-third to one mile wide was sold for 80,000*l.*, and may be worth that much apart from the ore. Another local paper commenting on the sale, regards it as "serious" that this island should pass into the control of a foreign corporation, because "we understand that one of the parties is a British officer of high rank." It "passed into the control" of a local capitalist, for 20,000*l.*, three years ago, who was the vendor to the English syndicate.

An English firm cabled me some months ago, requesting me to cable them my opinion of a mining property in this vicinity. I replied that I knew nothing of the mine in question, and asked authority to employ an expert. Some months later one of the firm called on me, and I gathered from conversations with him that he was interested only in making a sale to an English company, and would not be affected if the working of the mine proved unremunerative. I am informed by a miner who has known the property for the past 20 years that it is practically valueless.

The local press has reported several times the sale, to an English syndicate, of 7,000 or 8,000 acres in this district, known

as the Beaumont colony. An English expert sent out to examine the water right of the colony called on me a few days ago, and informed me that the sale would be carried out. In reply to my inquiry as to the price, he stated that "he believed" it was 30*l.* per acre. I trust he was mistaken in his belief, as the best valuation I can get of these lands is 6*l.* per acre, an adjoining proprietor offers his lands at 4*l.* per acre.

The sale to an English syndicate of 200,000 acres about 30 miles south-west of this city is also reported to me. If this enterprise is not too heavily handicapped with promotion money it may be profitable. The agent for the owner tells me that the price is 3*l.* per acre.

25,000 acres near this city, which was offered to me in 1885 for 3*l.* 8*s.* per acre, was sold for 12*l.* per acre during the "boom" in 1887, and is now offered in London and Belgium at 30*l.* per acre. It will pay interest on 6*l.* per acre, and is worth that amount.

Dozens of schemes in this district, similar to the foregoing examples, are now being offered to the British investor. Those of them that are carried out will no doubt be further burdened with heavy promotion money in London. Apart from the promoters charges, however, it is certainly not wise to pay 100 per cent. more than was asked during the "boom" of 1887, especially when local capitalists can buy at 50 per cent. below "boom" prices. Such great dangers beset the British investor in Southern California, from promoters in London, from mismanagement by English managers unfamiliar with this country,—whose sole qualifications are possibly a reputation for honesty, and relationship to one of the directors,—and from impositions by vendors and their agents here, that I am reluctantly compelled to advise British capitalists not to invest in Southern California Companies. I give this advice unwillingly, as there are many openings here for the profitable investment of capital; for example, in the storage and sale of water. The following item in the "Los Angeles Daily Herald" of March 15, 1890, illustrates this:—

Advice to British capitalists.

"A big English syndicate has bought the entire Gage real estate interest near San Bernardino. The purchase includes 6,000 acres of land, the Gage canal and the entire water rights attaching to these. The tract is to be colonised with intelligent farmers from England."

These lands were recently acquired from the United States Government for 10*s.* per acre, under the Desert Land Act; their whole value depends on the water supply, and the question whether the price paid by the syndicate, 200,000*l.*, is a reasonable one, depends on the quantity of water available at the end of the dry season. Lands adjoining this 6,000 acre tract, now valued at 50*l.* to 60*l.* per acre, were assessed some years ago for 3*s.* per acre, the increased value being due wholly to an adequate supply of water. In Ontario and other places water has been obtained by tunnelling into the mountains, and in many places storage reservoirs have been constructed in the cañons. An inch

Irrigation schemes.

of water, miner's measurement, will irrigate from 5 acres to 8 acres, according to the nature of the soil, and is worth from 100*l.* to 300*l.* There are probably 2,000,000 acres of good land in this district, worth, as dry lands, from 2*l.* to 3*l.* per acre, which, with water, would produce enough to pay interest on 40*l.* to 50*l.* per acre. The lands I refer to are on the south side of the mountains shown on map accompanying this report, and do not form a part of the Antelope Valley or Mojave Desert.

Advice to emigrants.

Of all the countries to which emigration is directed, it is most true of California that practical experience of the country is an essential element of success. As far as my experience extends, I can say positively that the most successful emigrants have been the ones who worked in subordinate positions until they had acquired sufficient experience to invest their capital profitably. One young Scotchman, after working for five years as a farm labourer at 6*l.* per month and board, saved enough to purchase a small farm, and is now fairly well off. As a general rule, I may say, that the men who do not succeed here would not succeed any better elsewhere. The training and good qualities which command success in the overcrowded labour markets of the Eastern States and Europe, will command a greater and quicker measure of success here, success being understood to mean the rapid acquisition of money; limiting the word in this way, I feel justified in saying that those of the industrious and energetic, the goal of whose ambition is to acquire a competence, have better opportunities here than in any other part of the United States of which I have any knowledge. Irishmen and Canadians succeed well here because they readily adapt themselves to the manners and customs of the people. Englishmen are more successful in thoroughly English colonies like British Columbia, and in view of the facts that the vast agricultural and mineral wealth of that colony is almost unexplored, that the opportunities to make money are fully as good there as here, that the surroundings are more in harmony with English ideas, and that Englishmen are likely to live happier and more useful lives there than here. I invariably advise my English correspondents to write to the Commissioner of Lands, Victoria, British Columbia, before deciding where they will settle.

People who are almost worthless from lack of industry, energy, and thrift, or from intemperance, are much more likely to lead an easy life in a highly civilised, than in a newly-settled country, hundreds of cases of men who had energy enough to conceive the idea of "bettering" themselves, but not energy enough to do it, have come to my notice. The most recent was that of a man who had an easy berth in a large firm in London, at a salary sufficient to enable him to live. He could not get exactly the same employment here, and could not adapt himself to anything else, the result being that when his slender means were exhausted he was reduced almost to starvation.

Treatment of vagrants.

It has been stated in the press here that poor labourers seeking employment are sometimes arrested as vagrants by the

constables solely to obtain the fees allowed for making the arrest, and are committed to the chain-gang. It was stated in the "Los Angeles Daily Times" a few weeks ago, that 22 of the chain-gang, refusing to work more than six hours a day, were put in dungeons, that they made a great deal of noise, and to quiet them the jailer turned the hose on them, and that "some of the worst continuing to howl, were taken out and hung up by the thumbs until they gave in, which was in a very short time." Since writing the foregoing, the following item was published in one of the local papers:—

"This thing of arresting an honest mechanic simply because he is out of work, and sending him to jail as a vagrant, and, because he refuses to go out in chains to work on the high ways, 'trice him up' until his thumbs are pulled out of joint, must not only stop, but the atrocity committed must be atoned. Our people are worse than barbarians for tolerating such atrocities."

Exhibitions.

A number of the principal merchants and landowners in this city and district are subscribing 300*l.* per month to maintain permanent exhibitions of the products of Southern California in two or three of the large cities of the Eastern States, and it is not improbable that such an exhibition will be maintained in London for a couple of years. A railway train, fitted as a travelling exhibit, is now being hauled through the cities of the Eastern States, it attracts much attention, and passes under the name of "California on Wheels." The object in both cases is to attract a desirable class of settlers to this district; animated by the same object, the Chamber of Commerce of this city prepared a list of good lands for sale at reasonable prices, and distributed it throughout the country. The list covers about 500,000 acres, in subdivisions of 25 acres and upwards. The following is a specimen of the information contained in it:—"60 acres, 11 miles from Los Angeles, three miles from railway station, a rich, sandy loam, level land; grows alfalfa and deciduous fruits; 45 dol. an acre, small cash payment; water at 35 feet in any quantity; two crops of grain, two crops of vegetables, and seven crops of alfalfa annually." If this land is free of alkali it is certainly cheap at 9*l.* per acre. Persons who contemplate settling here should correspond with the secretary of this body.

Results of the "Boom."

The decrease in 1889 of nearly 3,000,000*l.* in the assessed value of all property in the city and county of Los Angeles, is due almost wholly to the shrinkage in value of the embryo cities described in my report for 1887. The following is taken from a newspaper report of the proceedings before the State Board of equalisation, at Sacramento, on an application by the supervisors of Los Angeles county for a reduction in the assessment of this county:—

"The figures of the assessment of Los Angeles for 1889 are about 14,000,000 dol. less than for 1888. Notwithstanding this, Supervisor Davis asserted that property in the county is assessed far beyond its value. Everything has been wrecked by the

'boom,' and financial men have gone down by the hundreds. He gave the location of large tracts of alkali lands which are assessed for 40 dol. and 60 dol. an acre which were suitable only for the home of horned-toads and jack-rabbits. Many of these tracts, however, have been subdivided into town lots, and sold at fabulous prices, but are now abandoned by the purchasers.

"One of the most curious things which came out was offered by Supervisor Davis. It was a document giving the history and present condition of 60 paper towns in all portions of the county. The 60 town sites comprised 79,350 town lots now listed by the assessor, and at present the whole 60 had but 2,351 inhabitants. The statistics were compiled by V. J. Rowan, a surveyor, on the 4th instant, and he took only towns laid out since January 1, 1887. The names included many that sound grotesquely. At many of the town sites vast sums of money have been expended in building hotels, churches, and schoolhouses, which are now abandoned or offered for sale at a fraction of their cost. One hotel was mentioned which cost 60,000 dol., which has since been given to a college society.

"Among the towns were Border City, having 1,920 lots platted and not a single inhabitant; Chicago Park, 2,286 lots and one inhabitant—the watchman who takes care of the 'leading' hotel; Carlton, 4,060 lots and no inhabitants; Manchester, 2,304 lots, with not a soul in it; West Glendale, 8,128 lots and no inhabitants; Sunset, 2,032 lots and one inhabitant, he being, as in the other case, the watchman of an expensive hotel."

Sewer bonds.

Sewers are about to be constructed in this city at a cost of 100,000*l.*; to meet this expenditure sewer bonds, bearing interest at 5 per cent., will be issued by the city, and sold from time to time as the money is required. The local banks will probably purchase most of these bonds, and re-sell them at a small premium. I regard these bonds as an exceptionally good investment for people who are satisfied with 5 per cent. for their money.

Climate.

It is difficult to estimate the percentage of deaths in this city, owing to varying estimates of population. The rate is not over 12 per 1,000, however, and would be less if deaths from consumption, contracted elsewhere, were deducted. The mildness of the climate admits of sea-bathing in mid-winter, and on the seacoast the heat of summer is not excessive. In the editorial column of the Los Angeles "Daily Herald," I find the following description of a sea-bath on December 31:—

"Arrived on the seashore we found that, maugre the late storm, nature was smiling and benignant. A sun of great brilliancy overspread the matchless configuration of this to be great international and transcontinental watering place. The expanse of the greatest of oceans was cerulean, as usual, with the exception of a narrow strip at the ocean's edge, which represented the late storm in a considerable contribution of murkey fresh water. The survey being satisfactory, the trio procured bathing

suits and plunged into what Richard Swiveller has called, with great felicity, 'the briny.'"

I make this quotation because it conveys some idea of the climate, and is a fair specimen of editorial work here. For full information about this climate I beg to refer to my consular report for the year 1884.

Non-resident purchasers of Californian land.

The following item is taken from the Los Angeles "Evening Express" of March 6, 1890:—

"N. L. Rigby this morning received a letter from a gentleman in London, England. The party stated that during the past two months he had sold Californian land, located in Kern county, to 64 purchasers, all well-to-do, who intend to come to the United States and live. The gentleman stated that he intended to remain in the world's metropolis until April, when he would come to California with the colonists to whom he had sold land. He expects to increase his sales to 100 between now and April 1.

"This would seem to indicate that the people of Great Britain know something about the value of land in this section, and are profiting by their knowledge."

Although I know nothing of the enterprise referred to in the foregoing cutting. I am absolutely certain that intending settlers are extremely unwise to purchase land in California without personally inspecting it. I always advise new comers to reside here for some months, and acquire some knowledge of the country and people before purchasing land here.

NOTE.—In this report dollars have been converted into 1*l.* sterling at the rate of 5 dol. per 1*l.* sterling.

I am indebted to Mr. Hinds, collector of customs, San Pedro for the statistics in Annexes A., B., and C.

Annex A.—RETURN of all Shipping at the Port of Wilmington (San Pedro), California, in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	16	22,461	6	7,980	22	30,441
American	7	10,824	...	...	7	10,824
Others	12	11,553	...	...	12	11,553
Total	35	44,838	6	7,980	41	52,818
" for the year preceding ...	92	116,609	6	7,980	98	124,589

NOTE.—This return does not include 586 sailing and steam-coasting vessels; aggregate tonnage 489,500. The coasters for 1888 numbered 917; tonnage, 543,475.

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	16	23,047	6	7,980	22	31,027
American	7	10,824	...	...	7	10,824
Others	12	11,553	...	...	12	11,553
Total	35	45,424	6	7,980	41	53,404
,, for the year preceding ...	89	116,526	6	7,980	95	124,506

Annex B.—RETURN of the Principal Articles of Export from Wilmington, California, during the Years 1888–89.

Articles.	1888.		1889.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wheat	3,100	..	..	..
Other articles	6,000	..	7	120
Total	9,100	..	7	120

The following is a summary of imports in coasting vessels (domestic) trade :—

Articles.		Quantity.	Value.
			£
Lumber	Feet ..	46,333,999	123,600
Railway ties	Number ..	942,681	94,300
Other articles	Tons ..	25,804	260,000

RETURN of the Principal Articles of Import to Wilmington, California, during the Years 1888-89.

Articles.		1888.		1889.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coal	Tons ...	170,065	340,130	67,620*	135,240
Pig iron	,, ...	...	...	200	453
Cement	Barrels ...	3,661	14,644	...	...
Railway iron	Tons ...	1,500	8,000	...	...
Other articles... ...	,, ...	554	910	209	154
Total...		175,780	363,684	68,029	135.847

* The value of coals taken at per 2*l.* ton, the average wholesale price here.

Annex C.—TABLE showing the Total Value of all Articles Exported from Wilmington and Imported to Wilmington from and to Foreign Countries during the Years 1888-89.

Country.	Exports.		Imports.	
	1888.	1889.	1888.	1889.
	£	£	£	£
Great Britain	..	120	363,684	135,847
Total	..	120	363,684	135,847

SAN DIEGO.

Mr. Vice-Consul Allen reports as follows:—

General business.

There is little to chronicle for the past year. Trade has been dull throughout the State, and there has been a consequent falling-off in the amount of shipping entering this port, but the number of vessels bound hither is now increasing.

Shipping.

Annex A. shows that the falling-off is chiefly in British shipping, there having been only 11 entries during 1889 as against 43 in 1888. This is due to the decreased importation of coals from Australia, and cement from Great Britain. The totals for 1889, however, are still considerably in excess of those for 1887.

Exports.

Annex C. shows a large increase in the exports for 1889. This is due to the rush to the gold mines in Lower California, Mexico, which took place in March, 1889, the miners' stores and outfits having all been exported hence.

Gold discoveries in Lower California.

The excitement lasted a few weeks only, as the "placer" or surface diggings proved unproductive. The large majority of the people who went in search of gold were lightly equipped, and were entirely without experience. As soon, therefore, as they found that they could not make ordinary labourers wages at surface washing, they returned to San Diego complaining that the reported gold find was a fraud.

It is extremely difficult to obtain really trustworthy information regarding the Lower Californian mines, but I am inclined to think that there are "ledges" there that can be made to pay well if properly worked. As, however, no shaft has been sunk to a greater depth than 70 or 80 feet, the value of the mines is still very uncertain.

Trade with Mexico.

Trade between San Diego and the coast of Mexico is improving, several cargoes of "prima vera" wood have lately been imported from Manzanillo, and have been sent by rail to the Eastern States, but I have been unable to ascertain with any certainty if any profit has been made in the business.

Cultivation of soil.

The area under cultivation in San Diego county has been largely increased this season, but accurate statistics are not obtainable. In one district alone in the northern part of the county

there are this year over 100,000 acres in grain, where three years ago there were not 10,000 acres.

There has also been a great demand for fruit trees, both citrus and deciduous, and nurserymen have made more profits. The country around San Diego Bay seems to be specially adapted to lemon growing. Some of the finest lemons I have ever seen are grown within 5 miles of the bay. This is a very profitable industry.

Fishing banks.

The captain of the United States steamer "Albatross" reported the existence of fishing banks within 100 miles of this port, and a company was formed to catch and to preserve the fish. Owing, however, to the lack of a good market, the enterprise came to nothing.

Customs regulations.

A Bill has just been passed by Congress making San Diego a "port of immediate transportation," *i.e.*, a port at which merchandise can be entered in bond for transportation to other points.

Government buildings.

An appropriation has been made for the erection of Government buildings, custom-house and post office. A quarantine hospital is also to be established here, and the military "post" will probably be greatly strengthened.

Manufactories.

There are already two iron foundries here, and as there is abundance of iron found in this country there is a prospect of the further development of this industry when cheap fuel is brought hither from the Utah coal fields and from Mexico.

A watch factory is already in operation, and nail, wire, gauze, and match factories are about to begin work.

Railroads.

The "Cuzamaca and Eastern Railroad," which I mentioned in my last report, has not been built to a connection with the "Southern Pacific," and it is now extremely doubtful when, or if, the junction will be made. The city of San Diego has raised a subsidy, to be given, on certain conditions, to any railroad company that will build a connecting link with another transcontinental line. So far nothing has been settled, but it is very probable that, during the coming year, good progress will be made toward the attainment of this object, which is of such importance to the city.

Population.

The United States census of 1880 gives San Diego county a population of 8,613. The population of the county is now estimated at 75,000, and that of the city at 31,000.

Assessed values, &c.

	£	Dollars.
Assessed valuation of real estate in city ..	5,860,246 =	28,480,798
„ „ personal property ..	776,603 =	3,774,291
„ „ railroads „ ..	626,993 =	3,047,190

	Miles.
Number of miles of railroad in county is	340
„ „ telegraph „	630
„ „ telephone „	60
„ „ water flumes „	35

	Number.
Number of cattle in the county of San Diego	25,198
„ horses „ „	9,539
„ sheep „ „	41,779
„ hogs „ „	2,487
„ stands of bees „ „	14,947

Crops for past year.

ACREAGE cultivated and Yield for Past Year.

Articles.	Acres.	Yield.
Oranges	308	10,250 boxes
Raisins	8,034	167,000 „
Wine	2,264	78,500 gallons
Brandy		1,768 „
Deciduous fruits ..	38,017	740,000 lbs.
Barley	17,384	6,563 tons = 147,000 centals
Oats	160	67 „ = 1,500 „
Corn (maize)	400	538 „ = 2,058 „
Other crops	15,000	.. ..

Climate.

I give the following extracts from the report of Dr. Gochenauer, the health officer of San Diego, as they may be of interest to invalids:—

"The advantages we claim for this climate are its purity, equability and freedom from those extreme changes incident to less favoured countries; and we urge these as highly advantageous to all those who are endeavouring to maintain or regain their health, as well as to all pleasure seekers who desire the comforts of perfect climatic conditions."

"This city is so situated that the climate is almost unchanging. The meteorological table published elsewhere will show that the winter temperature is but a few degrees from that of the summer, and while our winds are never too cold nor too strong for the comfort and pleasure of the most nervous invalids, they are continuous. Our almost perpetual sunshine also plays an important part in the economy of our sanitary conditions, and the perfection of our climate for comfort and health."

"———— tables concerning the health of our schools, and the mortuary statistics of this city speak volumes, and clearly justify our claims for San Diego as the finest health resort in the world."

Loans.

Money is still worth from 8 per cent. to 10 per cent. clear of taxes and expenses.

Annex A.—RETURN of all Shipping at the Port of San Diego, California, in the Year 1889.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	11	14,179	...	...	11	14,179
American	42	19,840	121	35,067	163	54,907
Others	10	8,226	3	613	13	8,839
Total	63	42,245	124	35,680	187	77,925
„ for the year preceding ...	102	82,115	154	50,691	256	133,806

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	12	15,456	...	...	12	15,456
American	22	8,537	120	34,780	142	43,317
Others	3	1,843	3	1,153	6	2,996
Total	37	25,836	123	35,933	160	61,769
,, for the year preceding	84	71,622	153	40,348	237	111,970

Annex B.—RETURN of the Principal Articles of Export from San Diego, California, during the Years 1888-89.

Articles.	1888.		1889.	
	Quantity.	Value.	Quantity.	Value.
		£		£
Articles not classified ..	..	66,592	..	87,909

RETURN of the Principal Articles of Import to San Diego California, during the Years 1888-89.

Articles.		1888.		1889.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coal	Tons ...	100,228	59,017	56,527	33,949
Pig-iron	,, ...	...	...	...	...
Cement	Barrels ...	92,371	17,233	17,953	3,451
Other articles...	Tons ...	...	48,141	...	11,319
Total		193,099	124,391	74,480	48,719

Annex C.—TABLE showing the Total Value of all Articles Exported from San Diego and Imported to San Diego from and to Foreign Countries during the Years 1888-89.

Country.	Exports.		Imports.	
	1888.	1889.	1888.	1889.
	£	£	£	£
Great Britain	..	..	24,550	3,451
British Possessions ..	..	..	52,841	33,949
Other countries ..	700	..	1,868	..
Mexico	57,640	..	48,141	10,319
Not classified	..	87,909	..	..
Total	58,340	87,909	127,400	47 719

Eureka.

Mr. Consular Agent J. H. Hodgson reports as follows :—

Depression in trade.

The year 1889 will be remembered as a year of much general depression for the county of Humboldt, and especially so during the last six months of the year. Some interests have certainly prospered during the year, but in nearly all branches of trade a smaller business has been done than during former years.

Labour not in great demand.

Labour has not been in great demand, owing to our lumber mills having been run on an uncertain basis, the mill-owners being compelled to reduce the output of lumber, during the first half of the year, by closing for stated times first one and then another of the mills.

No market for butter.

The dairy farmers, for the early months of the year, had no market, and little butter was shipped. This cut off a considerable inflow of money.

Feed good.

Wet weather in the spring months blighted the potato and oat crops, and even the fruit crops suffered considerably. Sheep and cattle men fared well, however; feed has been good throughout the year, and wool and beef have brought good prices.

Building interest.

Notwithstanding the general depression, various communities have pushed ahead. Building in and around our city has gone on with as much apparent energy as in better years, an indication of growth and progress not to be overlooked.

City improvements.

This is especially true of the city, where building operations have never ceased for a day. Handsome business blocks, a new bank structure, the central school building, and many beautiful and elegant private residences attest this fact.

Breakwater.

Streets have been greatly improved, a new system of waterworks put in, and our electric light system enlarged and perfected. The breakwater, or sea wall, referred to in my annual report of last year, has been commenced by the Government on the South Spit, at the entrance of our harbour, and work will be continued there during the summer months of the present year.

The usual Annexes A., B., and C. (the former giving a return of foreign shipping at this port, and the latter the exports and imports thereat) will be found attached to this report.

British shipping.

Only one British ship entered and cleared here during the year.

British ship wrecked.

On July 7, 1889, the British four-masted iron schooner, "Collary," 402 tons register, Captain Alfred Ball, with 500 tons of coal from Sydney, N.S.W., drifted ashore in a fog on the ocean beach, about 8 miles north of the entrance of Humboldt Bay, and became a total wreck; captain, officers, and crew took to the ship's boats, and were saved. The shipwrecked seamen were properly taken care of by the consular agent at this port. At the naval court held in San Francisco, Captain Ball was exonerated from all blame, and his certificates returned to him.

Shipping.

The number of arrivals and departures for the year of vessels, coastwise and foreign, is considerably less than for 1888. In that year 210 steam and 466 sailing vessels arrived, and 210 steam and 438 sailing vessels departed. In 1889 the totals were :—

	Arrived.	Departed.
Steam	269	255
Sail	359	352
Total	628	607

There was a falling-off of 107 sail, and a gain of 59 steam arrivals, and a loss of 86 sail, and a gain of 45 steam departures.

Passenger traffic.

As an indication of the growth of the county during the year, the three passenger steamers engaged in the business, viz., "Humboldt," "Pomona," and "North Fork," brought 9,024 incoming passengers, and took away 7,583 outgoing passengers; this would leave 1,441, showing that "our county is growing."

Government land homesteaded and pre-empted.

There have been a large number of homestead and pre-emption entries of land during the year, and there is still a large amount of the public domain awaiting settlement.

Ship building.

Two handsome vessels were launched during the year—the "Charles E. Falk," from Bendixsen's ship yard, and the "Olga" from Matthew's yard.

Lumber.

According to a careful calculation the lumber mills of the county have averaged only about nine months' work during the year; the total output of lumber probably not exceeding 12,000,000 feet, as against 159,703,000 feet cut during 1888. Prices, however, have remained steady during the entire year at from 14 dol. to 24 dol.

Rainfall.

The rainfall for 1889 has been excessive, fully 10 inches above the average. Mr. Connell, of the United States Signal Service, kindly furnishes the following comparative statement of rainfall in inches:—Mean temperature: 1887, 40·17; 1888, 36·48; 1889, 48·70. Annual mean temperature: 1887, 50·1; 1888, 52·5; 1889, 52·8. The extreme point for the year was about the freezing point, while the thermometer never got above 70 degrees in the warmest days.

In closing my third annual report on the trade and commerce of Eureka, Cal., I desire to express my thanks to Mr. W. G. Bonner, proprietor of the "Humboldt Mail," in this city, for the information embodied in this report.

Annex A.—Return of all Shipping at the Port of Eureka, California, in the Year 1889, omitting Coasting Vessels which do not Enter or Clear at Customs.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	498	...	...	1	498
United States of America	...	...	...	...	...	...
Total	1	498	...	...	1	498
,, for the year 1888...	21	8,364	...	...	21	8,364

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	498	...	...	1	498
United States of America	9	2,720	...	...	9	2,720
Total	10	3,218	...	...	10	3,218
,, for the year 1888...	23	9,250	...	...	23	9,250

Annex B.—RETURN of Principal Articles of Export from Eureka, California, during the Years 1889-88.

FOREIGN AND DOMESTIC.

Articles.		1889.			1888.		
		Quantity.	Value.	Value.	Quantity.	Value.	Value.
			£	Dol.		£	Dol.
Lumber	1,000 feet ...	85,000,000	304,761	1,523,805	...	520,900	2,604,500
Farm produce ...	Boxes, barrels, &c....	...	26,900	134,500	...	30,100	150,500
Wool	Bales, bags, &c. ...	4,547	69,840	349,200	...	63,158	315,790
Fish	Cases and barrels ...	2,902	1,110	5,550	...	500	2,500
Furs, hides, leather	Bundles, bales, &c	1,031	2,750	13,750	...	Value not ascertained	...
Cattle and other live stock	Heads ...	...	562	2,810	...	750	3,750
Tan bark	Cords ...	...	2,000	10,000	...	7,600	38,000
Miscellaneous ...	...	...	10,000	50,000	...	...	...
Total		...	417,923	2,089,615	...	623,008	3,115,040

RETURN of Principal Articles of Import to Eureka, California, during the Years 1889-88.

FROM FOREIGN PORTS ONLY.

Articles.	1889.			1888.		
	Quantity.	Value.	Value.	Quantity.	Value.	Value.
	Tons	£	Dol.	Tons	£	Dol.
Coal	..	..	..	1,518	873	4,365
Total ..	..	..	..	1,518	873	4,365

NOTE.—The rate of exchange above is calculated at 5 dol. to the 1*l*.

Annex C.—Table showing the Total Value of all Articles Exported from Eureka, California, and Imported thereto, during the Years 1889–88.

Country.	Exports.				Imports.			
	1889.		1888.		1889.		1888.	
	Sterling.	Currency.	Sterling.	Currency.	Sterling.	Currency.	Sterling.	Currency.
	£	Dol.	£	Dol.	£	Dol.	£	Dol.
Great Britain viâ San Francisco	7,762	38,812	6,520	32,600	...	...	...	...
British possessions, Australia ...	4,491	22,455	17,780	88,900	...	...	873	4,365
Hawaiian islands	8,094	40,470	3,098	15,490	...	...	...	...
Chile...	...	...	1,550	7,750	...	...	...	...
Peru...	1,483	7,417	862	4,310	...	...	...	...
Mexico	803	4,014	1,417	7,085	...	...	...	...
American (domestic) ports ...	394,520	1,972,597	591,781	2,958,905	...	...	...	...
Papeete, Tahiti	770	3,850	...	...	...	...	...	...
Total	417,923	2,089,615	623,008	3,115,040	...	...	873	4,365

Note.—The values in this table are reduced to sterling at the rate of 5 dol. to the 1*l*.

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FOREIGN OFFICE.

1890.

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UNITED STATES.

REPORT FOR THE YEAR 1889

ON THE

AGRICULTURE OF THE CONSULAR DISTRICT OF SAN FRANCISCO.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 546.

Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1890.

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686.	Warsaw	1d
687.	Ichang	1d.
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689.	Trebizond	1d.
690.	Damascus	½d.
691.	Savannah (Georgia)	1d.
692.	Barcelona	2½d.
693.	Santos	1d.
694.	San José	1d.
695.	Batavia	1d.
696.	Genoa	1½d.
697.	Calais	2d.
698.	Marseilles	1d.
699.	Brest	1d.
700.	Lisbon	2½d.
701.	Leghorn	2d.
702.	Rio Grande do Sul	1d.
703.	Tainan	1d.
704.	Kewkiang	4d.
705.	Fiume	1d.
706.	Odessa	2d.
707.	Suakin	½d.
708.	Hankow	½d.
709.	Amoy	1d.
710.	Buda-Pesth	1½d.
711.	Corunna	2d.
712.	Mogador	2d.
713.	Cadiz	½d.
714.	Cadiz	1d.
715.	Rio de Janeiro	2½d.
716.	Newchwang	½d.
717.	Chinkiang	½d.
718.	San Francisco	6d.
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Reference to previous Report, Annual Series No. 546.

UNITED STATES.

SAN FRANCISCO.

Consul Donohoe to the Marquis of Salisbury.

My Lord, *San Francisco, April* 19, 1890.

I HAVE the honour to enclose, herewith, Reports on Agricultural Matters from this Consulate and from the Vice-Consulates of Portland, Astoria, Los Angeles, and Consular Agency at Eureka, for the year 1889.

No Reports will be furnished this Year by the Vice-Consuls at Port Townsend or San Diego.

I have, &c.

(Signed) DENIS DONOHOE.

Report on Agriculture in the State of California.

The rains towards the close of 1888 encouraged the belief of still earlier rains in 1889, but there was little or none until well on in February. This of course gave more time for outdoor work on the farms, and consequently a larger acreage was seeded to grain.

Wheat. The crop of wheat of California, as stated by the county assessors, is given at 30,196,509 centals, and the area seeded as 3,104,088 acres. Prices ruled low, however, and there is some grumbling amongst the farmers. Colusa county had the largest production, and Tulare county comes next; the acreage in grain in the former being 403,008, and in the latter 349,000.

Barley. The acreage in barley for California is given as 1,166,218 acres, and the crop as 9,895,877 centals. Prices have been low and barely remunerative to the grower.

Green fruits. The crop of fruit in 1889 was, as usual, large of some varieties while that of others was light. The crop of strawberries and blackberries, particularly the latter, was very large, causing low prices to obtain during the time of the heaviest deliveries. The raspberry crop was about an average. In tree fruit the crop of apricots was about an average to the tree, although owing to more young trees coming into bearing, the aggregate out-turn was above

an average. The peach and apple crops were short, but the quality averaged better. The prune grop was large and of generally good quality. The crop of nectarines showed an increase, but as this fruit is gaining in favour prices kept well up. The pear and plum crops were only slightly above an average, but that of figs was larger. The grape crop was very large, and low prices prevailed for both table and wine. The large and constantly increasing demand for Californian green fruits at the distributive points in the Central and Eastern States caused the markets to be largely relieved of their surplus. With better and lower overland railroad facilities the eastern shipments ought to increase in 1890. This is due to the general favour with which Californian fruits are being received by eastern consumers. Heavy shipments of apples were made in the autumn months to China, Japan, Australasia, and Mexican and Central American ports. Overland shipments the past year aggregate as follows—41,670,490 lbs.

Citrus fruits. The area planted in oranges for the State of California is given as 50,195 acres, and the product as 1,069,435 boxes.

Raisins. The crop of 1889 has been estimated at 24,750,000 lbs., a large proportion of which, after providing for local consumption, is shipped to the Eastern States. Some thousands of boxes have been shipped to Australia, and I understand this business is likely to increase, as the raisins packed in California have been found to keep well.

Canned fruits. It is difficult to obtain any reliable statistics as to canned fruits, but it is generally conceded that the pack of this coast has been about 25 per cent. below that of 1888. The apricot pack was probably fully as heavy; the peach pack not over 40 per cent.; that of Bartlett pears not over 60 per cent.; the plum pack probably equal, whilst that of the other varieties of fruit averaged about the same as in 1888.

Wool. The Californian wool clip of 1889 has been one of the best, as far as condition is concerned, that has been marketed for several years past; this was due to good pasturage and spring rains. The receipts of wool from this State at San Francisco have been 83,019 bales.

Hops. The estimated yield of hops within the State has been 34,200 bales with a total acreage of 4,735.

Wine. With an estimated yield of 14,500,000 gallons for the year, which is a considerable falling-off from the quantity produced in 1888, 17,000,000 gallons, the producers have been able to realise a larger price on the vintage than before. The improvement in quality is perceptible, as low class wines are now distilled for brandy, and there is a growing demand for this spirit, which answers well for fortifying purposes, and is now exported for that purpose. A very fair table wine, both red and white, is now produced, and a good trade is gradually springing up for it with an increased demand for both export and consumption in the Eastern and Central States. I can obtain a good table wine (red), in bottle, from a wine merchant here, produced on his own vineyard, at twelve shillings a dozen, returning the bottles. This

is a perfectly pure red wine with a slight Burgundy flavour, and favourably compares with the table wines one drinks at a first class hotel in Paris.

Farms in California.

Many of the large landed proprietors in California are dividing up their properties, and selling off in small lots to actual settlers. This plan will probably prove advantageous to both parties; but settlers are warned not to believe all statements made by those who have lands for sale, and particularly not to purchase without a thorough inspection made on the spot, and seeing how the farmers in the neighbourhood are getting on, and hearing their opinion as to crops, cost of irrigation, and market facilities. There are plenty of low priced farms to be had, but it will often be found that dearer land in a good neighbourhood, with better facilities for disposing of your produce, will prove the cheaper bargain of the two. Those who come to California for fruit farming had better understand, that until the fourth year after planting they will receive no return for their outlay, and unless they have enough means to carry them over this term they will make a dismal failure, and be probably stranded in a foreign country.

Portland, Oregon.

Mr. Vice-Consul Laidlaw reports as follows:—

Crops generally.

The year 1889 has been a profitable one for the agriculturist in some sections of the district tributary to this port, but quite the reverse in others.

Willamette Valley. Good crops.

The Willamette Valley had good crops of wheat, oats, and potatoes as well in yield as in quality, and receipts of all agricultural produce were larger than last year. Prices of wheat, the staple produce, were lower, and oats and potatoes were the most profitable crops and brought good prices during the last half of the year, though I doubt if the average prices were remunerative.

East Oregon crops a partial failure.

East of the Cascades Mountains a dry season reduced the crops very materially, and much of the wheat was thin and shrivelled. In this section the oats, barley, and flax seed were all light crops for the same reason.

Wheat.

The receipts of wheat at this port were as under during the cereal years ending July 31 each year:—

	Willamette Valley.		Eastern Oregon.	
	Wheat.	Flour.	Wheat.	Flour.
	Qrs.	Sacks.	Qrs.	Sacks.
1888-89..	199,095	251,614	571,403	81,425
1887-88..	121,808	140,968	1,014,212	131,471
1886-87..	272,010	142,539	619,099	80,595
Aug.-Dec. 1889.. ..	158,551	96,330	256,469	41,870
„ „ 1888.. ..	142,403	122,908	419,983	34,491
„ „ 1887.. ..	43,727	51,529	353,472	48,837

Oats. The oat crop in the Valley was large and fine. The following is a comparison of receipts in centals:—

Cereal years.		Calendar years.		Five months ending December 31.	
1888-89.	1887-88.	1889.	1888.	1889.	1888.
530,596	205,606	502,363	379,700	215,976	294,209

Barley. Barley is principally grown in Eastern Oregon, and the crop was almost a complete failure.

Flax seed. The crop of flax seed was much smaller than last year; some little quantity was received from the Valley, and the receipts from Eastern Oregon of new crop have only been about one-third of those of 1888.

Potatoes. The potato crop was good, and during the last six months of the year farmers realised excellent prices, also for onions and other garden produce.

Fruit. Receipts of green fruit were comparatively small. A large percentage of the apple crop in the Willamette Valley was unmerchantable, both from the dryness of the season and the ravages of the codlin moth. Very good prices were realised for all fruits.

Fruit canning. Fruit canning was carried on to a limited extent; one of the two factories working on peas, cherries, blackberries, and pears.

Hops. The average yield of hops per acre was 1,100 lbs., and the crop was about 12 per cent. less than last year though about 10 per cent. more land was planted. Receipts were 2,242,500 lbs., and prices were generally low, netting very little over the cost of picking.

Sheep and cattle. Wool. The wool product, particularly in Eastern Oregon and Washington is increasing yearly. Receipts were in round numbers 18,000,000 lbs. Eastern Oregon and Washington; Willamette Valley, 1,500,000 lbs.; and Umpqua, 500,000 lbs. Profitable prices were realised.

Cattle. Cattle are becoming less numerous and not so profitable, as the ranges are eaten off and winter feeding has to be resorted to in many sections. The number of live stock slaughtered here during the year was:—cattle, 19,200; sheep, 60,000; and swine, 3,000. Prices did not fluctuate much, and at the close of the year quotations were as under:—

Prices of meat.

		Live.	Dressed.
		Cents.	Cents.
Beef	Lb... ..	2½ to 3	6
Mutton	„	3 „ 3½	6 to 7½
Hogs	„	4 „ 4½	5
Veal	„	6 „ 8	..

In order to give a general idea of the agricultural products of the different counties of the State I append a table collated from the assessors' returns; but these are notoriously under estimated, representing generally less than half of the actual number of animals. Assessors' returns.

Counties.	Acres of improved Land.	Number of				Square Mile Area.
		Horses and Mules.	Cattle.	Sheep and Goats.	Swine.	
Willamette Valley—						
Multnomah	158,402	2,337	4,032	752	809	430
Benton	323,997	2,996	10,649	18,902	1,279	1,300
Clackamas	361,556	3,825	1,456	10,212	5,934	1,560
Lane	466,266	6,703	23,829	19,511	9,436	5,780
Linn	463,056	7,386	19,342	36,908	5,978	2,400
Marion	396,637	6,035	13,449	27,380	5,959	620
Polk	233,275	3,182	7,991	19,824	5,500	560
Washington	259,562	3,721	10,958	6,755	4,238	460
Yamhill	184,112	4,696	9,803	16,500	6,609	720
Total	2,846,863	40,881	101,559	151,744	45,733	13,830
Southern Oregon—						
Douglas	497,317	4,313	15,777	50,749	9,452	4,500
Jackson	192,374	...	10,119	12,576	7,866	2,500
Josephine	76,819	1,198	4,604	1,195	2,027	1,800
Klamath	341,437	6,909	15,562	1,150	1,183	6,000
Total	1,107,947	12,420	46,062	65,670	20,528	14,800
Eastern Oregon—						
Baker	101,816	6,045	27,491	14,987	1,101	2,500
Crook	81,799	11,232	20,090	222,137	399	7,500
Gilliam	81,938	8,206	12,710	109,266	693	2,000
Harney	154,520	10,890	47,028	85,494	122	12,000
Grant	114,716	12,196	18,189	240,201	882	6,000
Malheur	103,863	11,438	28,297	85,220	165	9,500
Lake	79,462	10,210	37,384	135,863	1,416	6,250
Morrow	126,279	8,239	8,618	146,560	1,365	1,900
Umatilla	380,209	14,702	16,584	146,353	4,497	3,500
Wasco	169,777	7,896	9,052	175,166	2,643	2,850
Union	275,414	13,227	21,406	58,259	5,970	3,150
Sherman	...	...	...	...	...	750
Wallowa	72,731	6,145	11,228	57,621	1,713	2,500
Total	1,742,574	120,426	258,077	1,477,127	20,966	60,400
Coast Counties—						
Columbia	219,567	1,169	5,976	2,748	1,366	780
Clatsop	123,967	548	3,821	876	522	780
Curry	93,350	831	5,045	17,628	639	1,170
Tillamook	99,011	635	4,910	1,529	392	1,600
Coos	291,903	1,950	12,080	7,280	3,067	1,560
Total	827,798	5,133	31,832	30,061	5,986	5,890
Recapitulation—						
Willamette Valley ...	2,846,863	40,881	101,559	151,744	45,733	13,830
Southern Oregon ...	1,107,947	12,420	46,062	65,670	20,528	14,800
Eastern Oregon ...	1,742,574	120,426	258,077	1,477,127	20,966	60,400
Coast Counties	827,798	5,133	31,832	30,061	5,986	5,890
Total	6,525,182	178,860	437,530	1,724,602	93,213	94,920

Astoria, Oregon.

Mr. Vice-Consul Cherry reports as follows:—

There is but little to add since my last report.

Hay is still the leading crop, and more tide-land is being reclaimed, all for this crop. The price of hay has gone up from 2*l.* 8*s.* to 5*l.* per ton. Hay.

Of oats there is not sufficient grown to supply the wants of the district. Oats.

Fruits.

Apples, on account of the codlin moth and worm, are very scarce, and are now three times the usual price—12*s.* per box of 45 lbs.

The total agriculture of the district is not sufficient for the demand, excepting potatoes, which are shipped to San Francisco.

Wilmington and Los Angeles.

Mr. Vice-Consul Mortimer reports as follows :—

In former special reports on agriculture I pointed out, that owing to climatic differences there was little to be said about agriculture here likely to interest farmers in England.

Orange culture.

Orange culture has received an impetus, owing to the extermination of the "white scale," an insect pest which, a year ago, was rapidly killing the orange trees.

Profits in grain farming.

The acreage in grain is not likely to increase, owing to the fact that grain farming will not pay interest on the present value of land in this district. In a former report I stated that the cost per acre on a 25,000 acre ranch, of ploughing, seeding, and harvesting, was 2*s.* 5*d.*, and the net profit 7*s.* per acre. The particular ranch to which I referred was purchased about 15 years ago for 25,000*l.* (1*l.* per acre); it is worth now, and is saleable at, 6*l.* per acre, and efforts are now being made to sell it in London for 30*l.* per acre!

Market gardening.

Market gardening is exclusively in the hands of Chinamen. A great deal of land in the immediate vicinity of Los Angeles is rented to them at 3*l.* to 4*l.* per acre per annum, payable monthly in advance. They are very thrifty and industrious, and, it is stated, make good profits out of this industry. They furnish an ample supply of vegetables to householders in Los Angeles for the moderate charge of 1*s.* 6*d.* to 2*s.* 6*d.* per week, depending on the number of people in each house and variety of vegetables supplied.

Beet sugar.

A great deal of interest has been taken here in the past year in the manufacture of beet sugar. Some sugar manufacturers inspected this district, contemplating the establishment of extensive works. Nothing has been done however, and it is now stated in the local Press, that the establishment of a beet sugar factory here will depend on the action of the present Congress as to the duties on sugar, that is to say, if the present duty be not lowered, the factory will be started.

Race-horses.

The business of raising thoroughbred race-horses is increasing here, and proving very remunerative. Persons engaged in the business have recently sold a number of young horses at auction in New York for 1,000*l* to 4,000*l.* apiece. In a former report I remarked that it was worthy of consideration whether horses for the British army could not be raised here, and shipped to England viâ New Orleans; the expense of raising them is small, as, owing to the mildness of the climate, live stock can feed in the fields all the year round. For information about orange culture, and viticulture, I beg to refer to my annual report for this year.

EUREKA.

Mr. Consular Agent J. H. Hodgson reports as follows:—

I have very little to add to my special report on agriculture, dated February 22, 1889. 2nd Annual Report on Agriculture.

The Ninth District Agricultural Association held their tenth annual fair in the latter end of September, 1889, and handsome premiums were awarded. The general attendance from all over this extensive county shows a wide-spread interest in this district fair, which is held in the town of Rohneville, a town pleasantly situated near the Foothills, in the valley of Eel River, 22 miles south of Eureka, surrounded by very rich farming and timber land, and reached by the Eureka and Eel Railway. The recent fair came nearer to a model institution in many respects than any previous meeting. The races may be considered to have promoted the interest of horse breeders, and the fact that almost all the horses entered were Humboldt stock, gave that feature of the fair a more legitimate standing than usually obtains. The immense diversity of resources indicated by the displays was striking. While by no means large, there was yet enough to show the magnificent possibilites of this region. Annual district fair commented on.

The advancement that has been made in so short a time in the improvement of all kinds of stock in our country ought to make our people proud; but the magnitude of the stock raising interest in our midst, both present and prospective, is but little realised by the great mass of our citizens. They have reason also to be proud of what they have proved as to the wonderful adaptability and advantages this county has in raising stock of all kinds. Stock-raising interest.

The climate of Humboldt county represents nearly the whole of the Pacific coast. We have the cool sea coast, where butter never melts; and the warmer sections further inland, with positively green grass all the year round. Our people have, by the introduction of different grasses, proved, on the coast, that they can make gilt edge butter the year round; and further, that they have the best grass-land on earth. The statements of some of our best citizens as to the number of cows, and stock of all kinds, kept to the acre, somewhat stagger the credulity of those not acquainted with the facts, but they are facts for all that. Advantages of Humboldt county for stock raising, &c.

Considering all the drawbacks consequent upon the settlement of a new county, and the fact that our county is almost detached from the outside world by a lack of proper transportation facilities, she has made a splendid record in her stock business. We have to-day some very finely bred stock, allied in blood to the best in the world, and with the investment of some capital and energy I see no reason why we may not become as noted in this direction as we are for our wool and other products. We have cheap land, and with the improvements we have made in the last few years in cattle, sheep, horses, and swine, I see no reason why this county, for the purpose of raising fine stock, should not be the peer of any section of country in the world.

Humboldt county is not a large grain-producing section, owing Grain.

to the formation of the land. More of its land, however, is adapted to that industry than is used at present. About 100,000 acres are sown to grain and hay. Oats are of a superior quality and are largely raised. Wheat is not extensively raised; only about 20,000 acres being sown. Last year 40,000 sacks of oats, 5,000 sacks of barley, and 6,000 sacks of peas were shipped from the county. The grains produce is as follows in Humboldt:—oats, 35 to 90 bushels to the acre; barley, 30 to 80; wheat, 30 to 60.

Hay. Oats. Wheat. Barley. Average bushels to the acre.

Potatoes we can raise, and good ones; they thrive well on our bottom lands, yielding 7 to 10 tons to the acre.

Potatoes.

Of late years it has been demonstrated that Humboldt county is practically a fruit growing county, the only drawback to this industry being the lack of ample means of transportation; this drawback is being overcome, and will be completely removed by the advent of railroad connection with the rest of the State. This is promised us in the near future.

Fruits.

Peaches are equal to those raised anywhere in the State, in fact bring a higher price and sell quicker than those imported into the county.

Apples of all varieties do well in every portion of the county, and from the fact that they sell at 1 dol. 75 c. and 2 dol. per box wholesale, is evidence sufficient to prove that this county can produce apples of a superior quality.

The Bartlett pear thrives well here; apricots and nectarines also do well. Prunes of all varieties are now raised in every portion of the county; plums also. Cherries grow well all over the county, especially in Eel River valley.

Small fruits of all kinds grow luxuriantly.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 6 | 90—H & S 907)

FOREIGN OFFICE.

1890.

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No. 731.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF THE CONSULAR DISTRICT OF PHILADELPHIA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 464.

Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1890.

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BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

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1890.

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Reference to previous Report, Annual Series No. 464.

UNITED STATES.

PHILADELPHIA.

Consul Clipperton to the Marquis of Salisbury.

My Lord, *Philadelphia, April* 30, 1890.

I HAVE the honour to enclose herewith a Report on the Trade and Commerce of Philadelphia during the year 1889.

I have, &c.

(Signed) ROBT. CHAS. CLIPPERTON.

Report on the Trade, Commerce and Manufactures of the Consular District of Pennsylvania, Ohio, Indiana and Michigan for the Year 1889.

The States of Pennsylvania, Ohio, Indiana and Michigan have encountered no obstacles to their continued growth since the report for the years 1887 and 1888, and the year 1890 is ushered in under auspicious circumstances. Financial, commercial, industrial and productive interests are in a healthy condition. It is to be remarked, however, that the anthracite coal trade and the manufacture of woollens during the past three months have suffered in consequence of the mild weather throughout the entire winter. Ice there has been none, while the American winters in this latitude as a rule furnish an ample supply at a thickness of from 5 to 10 inches. To these two industries, coal and woollens, the climate has been distressing, but to the consuming public at large it has been a great boon. Navigation, mining, masonry and all other occupations for the working classes have continued without interruption. Railway traffic, passenger and freight, has largely profited. Agricultural interests have held their own. Crops have been abundant, and the farmers have

survived notwithstanding the burdens of a high national tariff. Iron and steel are beyond all peradventure fully established, and the day is not far distant, it is said, when this gigantic industry—now so highly protected—will cry out for free trade.

Trusts.

"Trusts," or combinations of manufacturers and producers, are extending over all sections of the country. By this novel method of alliance in the trades, competition is removed and prices fixed by the governers of the trusts. The system is baneful to the consuming public and destructive to all minor establishments refusing to "go in," millions are invested in the system and the various branches of trade are swallowed up by it. English capital has taken extraordinary leaps in the formation of trusts.

The eight hour movement.

There are many indications in this country that tend strongly to the reduction of the hours of daily labour as an essential requisite of social progress. Members of the National Congress favour it and the public at large, without concerning themselves as to its results, favour it. If wages decline in proportion to the reduction in the hours of labour, employers would have no cause to complain. In this case the wage-earners would have to decide. If, however, the employers must pay the same for 8 hours as for 10, the hostility between the employed and employers will continue. For a quarter of a century there has been a reduction in the hours of labour in many branches of the trades, but a reduction in wages has followed to but a very slight extent. Employers strive for cheap labour and free raw material from abroad in order that the largest profits may be secured to meet all contingencies. Labour, however, whether of hand or brain, becomes wearied by excessive toil, and its capacity is diminished both in regard to quantity and quality of production. The question is a serious one and the difficulty is to bring about the change, which is inevitable, with as little friction as possible. The issue is likely to be this year (1890), the carpenters and joiners take the initiative, May 1, by order of the National Labour League.

While writing a report comes from Chicago that the plumbers, numbering 1,000, have "struck" for a general advance to 3 dol. 75 c. (15*s.* 7*d.*) per day for an eight hour, as a minimum, day's wages, and Saturdays' half-holidays. Doubtless this beginning will spread with more or less speed to all the skilled trades, and that the eight-hour day for mechanical labour will sooner or later extend throughout the entire country.

The labour market.

Serious agitations in the labour market are predicted for the year 1890, and already strikes have commenced to crop up. In some of the Western States strikes for shorter hours and the same pay have occurred. In Chicago the carpenters have demoralised the building trade, while in Pittsburgh and vicinity a great railroad strike is imminent upon a claim for an advance of wages, and the redress of sundry alleged grievances. Should this strike be ordered—and it is daily looked for—it is quite probable to become contagious, and spread throughout the United States. Both the

employers and employés are having daily conferences. The men have been very orderly, and fears of a repetition of the dreadful railway riots of 1877, when 1,200,000*l.* worth of property was destroyed and many lives sacrificed, are not apprehended.

In the mining districts of Pennsylvania the Huns are creating a great deal of dissatisfaction. They are engaged chiefly as labourers in the mines and iron works, and have taken the places of large numbers of Americans and Irish, who as a rule have families to support. They are very economical, and from month to month send their savings home to Hungary, following themselves after they have accumulated what they consider a competency for the rest of their lives. Their pay is from 4*s.* 2*d.* to 4*s.* 8*d.* per day, and it is questionable if they earn even that reduced pay. They do not strike. They generally work in gangs of four or five men each under American bosses, and go about their duties in a listless indifferent manner. They herd together in rows of houses or shanties, and live in a miserable manner. Their living does not cost them over 6*s.* 3*d.* per week. The rest of their earnings are hoarded, goes abroad, or is expended on vile liquor, to which they are addicted.

Canned goods.

An examination has been made of certain samples of vegetables preserved in glass jars having a loose plate of glass held in place by a metallic cap, over which is another ordinary stamped metallic cap. It is intended to use a metal for the inside cap not subject to the preservative fluid or by the juices of the vegetable, and tin has been selected by the packer. If pure tin were selected doubtless but little harm could ensue, but the tin employed contains lead, and this metal to a greater or less degree is dissolved by the action of the preserving fluids. Canned asparagus and peas, especially become contaminated with lead to an unwholesome degree. A single dose of this mineral poison taken into the system would not be fatal; yet a metallic poison, however small, taken at every meal must produce more fatal effects than are generally apprehended, as nearly all metallic poisons are cumulative, and in the end a point is reached where the system is so impregnated as to occasion injurious and even poisonous results. The matter has been taken in hand by the sanitary committee of the board of health.

Instances of metallic poisoning from using canned goods have occurred at different times throughout the country, and a notable case in this city is now under investigation where a family of six were seriously attacked, the result of eating canned peas purchased at a neighbouring grocery.

Increase of blindness.

Oculists state that defective sight is becoming more general in the United States, and blindness, particularly among the poor, shows a steady growth. Purulent ophthalmia of infancy is prevalent in charitable institutions, poor-houses, &c. The disease shows itself within a fortnight after birth. A recent investigation of the blind in the county almshouses and asylums of an adjoining State developed the fact that one out of every five cases of blindness

was due to ophthalmia, and that the cases could have been cured if they had been properly treated in time. The remedy is simple, but prompt treatment is essential. The disease is said to be contagious, and but few or no special precautions have been taken in any of the institutions to prevent its spreading. The increase of the blindness throughout the country has been so marked of late years—four times as great as the increase of population—that it has been made the subject of special investigation by the American Ophthalmological Society, the investigation including a study of the ophthalmia so prevalent in Egypt, to which the opthalmia of infancy is closely akin.

The liquor traffic.

The Philadelphia Liquor License Court is composed of four judges, who have by law plenary powers over the granting of licenses for the wholesale and retail trades in the city of Philadelphia. This court, since the enactment of the Brook's High License Law two years ago, have endeavoured to administer the Act of the Legislature so as to give the community the full benefit of its true intent and meaning, viz., to restrain and regulate the sale of intoxicating beverages with a view to check drunkenness and the vices and crimes resulting therefrom. This court in its administration one year ago acted with excessive stringency, so much so that the Supreme Court of the Commonwealth over-ruled some of its decisions and opened the door for a practically unlimited granting of wholesale licenses. Doubtless the higher court adjudicated upon the letter of the law and not its spirit. The result has neutralised materially the beneficial intent of the law, and has done a large amount of mischief in the city of Philadelphia, practically enlarging the scope of purchase and use of intoxicants by the quart, gallon, or cask. The applications for licenses arose at once in ponderous numbers, and a wholesale-retail system sprung up. This decision, so unexpected, held that the lower court must issue "wholesale" licenses as a matter of course, unless sufficiently strong remonstrances are filed against it. Hence two one-pint bottles, and four half-pint bottles, are sold as a wholesale quart to an enormous extent.

Another system has also loomed up, called "Speak-easies," for the illegal traffic in spirits in secret places. Doubtless in the course of time the liquor traffic, either by additional legislation or by prosecutions under the public nuisances law, will be brought to a satisfactory basis, and the "Speak-easies," "bottle shops," "bucket shops," and other nefarious means of spreading the evils of intoxication will be eliminated.

The License Court recently gave the ward constables a reprimand for their apparent apathy in ferreting out the illicit places for the sale of alcoholic stimulants. The constables are averse to an exacting performance of their duties in this respect, because when their time comes round for re-election by the residents of their respective wards, the chances of continuance in office would be very seriously interfered with. The police department of Philadelphia estimate the number of "Speak-easies" at

1,200, and it is believed that if a greater number of drinking places were licensed that the tendency towards less intoxication would prevail. Drunkenness in saloons has been almost wholly suppressed. In 1887 there were 34,037 persons arrested for drunkenness and disorderly conduct. In 1888 the number fell to 24,923, and in 1889 to 20,097. Of the 189 arrests made for selling liquor illegally 92 persons were convicted, 31 were acquitted, and 15 discharged by the magistrates for lack of evidence; two died before being tried, and 49 cases remain to be tried. There is an increasing opinion that more public-houses should be licensed and the fees higher, in order to restrict the applicants to a more law-abiding portion of the community.

The license judges have just finished their labours, and the licenses applied for and issued were:—

	1890.	1889.	1888.
Applications filed	2,921	3,214	3,431
Number issued	1,173	1,204	1,343

The licenses granted in the year 1887 were before the passage of the Brook's High License Bill. The applications for wholesale licenses increased from 475 in 1888 to 1,272 in 1890.

Two decisions of the Supreme Court of the United States have just been announced to the effect that State laws providing for the seizure of spirits brought into a State from other States is adverse to the constitutionality of the laws of prohibition States. It is held that such laws are interferences with the Inter-State Commerce Act of Congress, and therefore invalid. These decisions menace all laws passed by the different States of the Union, and permit the importation from State to State of original packages, large or small, of liquors, and legalise their sale in the State into which they were sent.

The constitutional principle involved in this case is that the movements of inter-State commerce cannot be obstructed by the police regulations of any State. The decision is also in harmony with the personal and property rights of the citizens. After the delivery, however, of the original packages in a State, the State's own legislature will have jurisdiction over its re-sale or actual prohibition of its sale. The original sale and delivery is exclusively an inter-State transaction of commerce, and no State can send a constable to intercept the transit or delivery of such original package, in order to ascertain its contents and confiscate it if contraband under a prohibitory liquor law.

Pennsylvania.

The commonwealth of Pennsylvania has been prosperous throughout the years 1888 and 1889; her population has gradually increased; agriculture has yielded favourable returns, notwithstanding many failures among farmers in certain sections

of the State, the result of carrying too heavy incumbrances on the lands. The out-put of the mines has steadily gained, and the products of iron and coal have held their own. Internal and inter-State commerce have shown an increased tonnage, and the numbers of persons employed enhanced. The growth of railways, although checked in some directions, has been vigorous in others. New territory for the production of mineral oils and natural gas has been discovered and opened up. The utilisation of the natural gas and of the vast accumulation of culm in the anthracite coal regions, and the development of new bituminous coalfields in several parts of the State, have proved of great advantage to the manufacturing industries in all sections, especially with reference to the manufacture of iron and the products thereof. There has been a vigorous and healthy development of the smaller cities indicated by the paving and lighting of streets, the construction of electric motors and horse tramways. Manufactures have been but slightly retarded by strikes and lock-outs, and the increasing tendency between the wage-earner and the wage-payer to consult before differences arise, and to arbitrate when they have arisen, show very satisfactory results. There has been a depression in prices of all manufactured goods, owing chiefly to an over-production.

Two amendments to the constitution, one abolishing the payment of a tax as a qualification for voting and reducing the minimum of required residence in the State by the voter to 30 days, and the other for the absolute prohibition of the manufacture, sale, or keeping for sale of any intoxicating liquors to be used as a beverage, were voted upon by the citizens of the State, and both defeated by a large majority. The prohibition vote was:—

Against	484,644
For	296,617
Majority	188,027

The suffrage vote was:—

Against	420,323
For	183,371
Majority	236,952

The finances of the State are in good condition:—

	£	s.	d.
The public debt amounts to	3 558,553	1	0
Assets in sinking fund	2,099,122	19	10
Amount of debt unprovided for ..	1,459,430	1	2

The interest on the State bonds ranges from 3½ per cent. to 6 per cent.

The States of Ohio, Indiana, and Michigan continue to increase in population, agricultural products, and mining. The latest statistics of these States have not as yet been issued for public use.

This county met this year with its most serious disaster, either by flood or fire, on Friday, May 31, 1889. In the Conne- The Johnstown flood.
maugh Valley, Allegheny Mountains, the centre of the State of Pennsylvania, the city of Johnstown was swept away. The towns of Connemaugh, Cambria City, Mineral Point, and half a score of small villages were also annihilated. 3,500 lives were lost, and 15,000,000*l.* sterling of property was swept away in one day and night. Expansive grounds and a dam above, and contiguous to, Johnstown were used as fishing and hunting fields of a private club. There was a broad expanse of water of great depth. A magnificent club house and handsome private cottages were on the grounds. The artificial lake was 3½ miles long to 1¼ miles wide. The unprecedented rain storms caused this immense body of water to break away, and the terrible destruction came. The visitation was so appalling that some days elapsed before the public mind comprehended its horrors. The pulse of the civilised world, however, soon throbbed in sympathy with the sufferers, and money, surgical skill, nurses, and clothing flowed into the valley with a promptness and liberality as unprecedented as the calamity itself. Throughout the country 200,000*l.* was raised in 24 hours, and the subscriptions continued to pour in. Chaos has since succumbed to discipline and reconstruction throughout this "valley of death."

The city of Philadelphia as a manufacturing centre continues City of Philadelphia.
to grow and to become more populated. The street-paving is improving; the water supply increases; the lighting by coal gas and electricity is becoming more brilliant; the horse, cable, and electric tramways more numerous; the police force more effective; the licenses for public-houses more restricted; the erection of churches, gigantic buildings for offices, and the increase of dwellings for the working classes continue to an unprecedented extent. The figures tabulated for the last-named buildings loom up to proportions unheard of in any other city of the Union, and perhaps the world. In 1880, the number of permits issued for new buildings was 1,364; in 1885, 5,670; in 1887, 7,020, and in 1889, 11,965, making a total for ten years of 51,659 new dwellings erected. January 1, 1890, there were 200,073 dwellings, and one quarter of them built during the last 10 years. The progress has been steady and the houses were chiefly of small dwellings for the industrial classes, averaging 7 to 8 rooms, with hot and cold water, bath rooms, gas, heaters in cellars and ranges in the kitchens. They command a rent of from 40*s.* to 60*s.* per month; are neat, fairly built and comfortable. The rent quoted covers all charges except for gas and coal consumed.

The population of Philadelphia is now rated over 1,000,000, and the public baths were patronised by over 1,000,000 persons during the last year. The Department of Public Works (water and gas) aggregated receipts of 1,246,767*l.*, and expended 955,343*l.*, leaving a surplus of 291,424*l.*, which was expended for permanent improvements.

Shipping and navigation.

The shipping at the port of Philadelphia, which fell off in 1888 from the previous year, has regained its former status British shipping was as follows:—

	1887.	1888.	1889.
Entrances	675	603	681
Tonnage	804,055	682,777	775,996

In 1889 of these figures 150 with a tonnage of 86,502 were sailing vessels, and 531 with 689,404 tons were steamers. There were 15 sail, and 20 steam entrances in ballast, chiefly from South American ports, where no return cargoes could be got. The American entrances in ballast were 9, with a tonnage of 13,631. The trade under all flags for 1889 is as follows:—

Entrances.	Sail.		Steam.	
	Number of Ships.	Tonnage.	Number of Ships.	Tonnage.
American	375	198,991	20	38,568
Argentine Republic ..	1	506	..	..
Austrian	1	479	..	..
Belgian..	..	..	20	41,160
British	159	86,502	531	689,404
Danish	1	1,129	..	..
Dutch	5	6,467	..	..
French	4	3,003	2	2,587
German	29	28,888	36	66,225
Hawaian	1	989	..	..
Italian	69	40,245	..	..
Norwegian	65	45,362	2	3,000
Portuguese	4	1,565	..	..
Russian	1	619	..	..
Spanish	8	5,596	3	5,604
Swedish	1	842	..	..

Grand total for 1888—ships, 1,229; tonnage, 1,061,057; and for 1889—ships, 1,326; tonnage, 1,264,731; being an increase of 97 ships, with a tonnage of 203,674.

For the year 1890 all indications point to a large increase of British shipping at this port due to a rapidly growing West Indian sugar, fruit, and iron ore trade.

The steady advance of steam vessels over sail proceeds from year to year in deep sea voyages, and so far as British bottoms are concerned, it would seem that sailing ships are to be eventually swept from the waters.

Steamship lines increasing.

There are now running to and from this port the following ocean steamship lines:—American Steamship Company, with six steamers, Philadelphia to Liverpool; Atlantic Transportation Company, with six steamers, Philadelphia, Baltimore, London

and Swansea; North Atlantic Steamship Company, five steamers, Philadelphia to London; Allan Line, with four steamers, Philadelphia and Glasgow; Hamburg-American Line, with four steamers, Philadelphia and Hamburg; Merchant Fruit Company, with five steamers, Philadelphia and Jamaica; Baltimore Fruit Company, with six steamers, Philadelphia and Central America; Howes Fruit Company, with three steamers, Philadelphia, Jamaica, and Bluefields; Mediterranean Fruit Line, five steamers, Philadelphia and Mediterranean Ports; Earn Line, with 18 steamers, Philadelphia, Cuba, and St. Thomas; Red Star Line, with two steamers, Philadelphia and Antwerp; Pollock's Belfast Line, with two chartered steamers, Philadelphia and Belfast.

American trade.

The American trade is tabulated as follows:—Coastwise trade, 1889 (American flag only allowed), 2,263 schooners.

	Brigs.	Steamers.	Ships.	Barks.	Schooners.	Total.
Entrances ..	8	1,443	11	21	2,269	3,752
Clearances ..	29	1,647	9	69	2,389	4,172

Iron shipbuilding at the port of Philadelphia.

Messrs. William Cramp and Sons have turned out the following work:—

United States cruiser "Philadelphia"—length, 335 feet; breadth, 48½ feet; main draught, 19$\frac{5}{24}$ feet; displacement, 4,324 tons; maximum indicated horse-power, 105,000; twin screw, horizontal triple expansion, speed guaranteed at 19 knots; 12 6-inch breech-loading rifles; four 6-pounders, R.F.; four 3-pounders, R.F.; two 1-pounders, R.F.; three 37-mm. R.C.; four Gatlings. Contract price, 278,350*l.* 10*s.* 3*d.*, with a premium of 10,309*l.* 5*s.* for each quarter knot over 19.

United States cruiser "Newark"—length, 320 feet; 49$\frac{1}{6}$ feet breadth; 18¾ feet main draught; displacement, 4,083 tons; guaranteed maximum indicated horse-power, 8,500; twin screw horizontal triple expansion; speed in knots, 18; batteries, 12 6-inch breech-loading rifles; four 6-pounders, R.F.; four 3-pounders, R.F.; two 1-pounders, R.F.; three 37-mm., R.C.; four Gatlings. Contract price, 257,319*l.* 11*s.* 9*d.*, and 20*l.* 12*s.* 9*d.* for each unit of horse-power over 8,500.

United States protected cruiser "Baltimore." Length, 335 feet; 48⅓ feet breadth; 18½ feet main draught; displacement, 4,413 tons; guaranteed horse-power, 9,000; indicated horse-power on four hours' trial at sea, 10,064,418; twin screw horizontal triple expansion; speed in knots, 20·1; batteries, six 6-inch, four 8-inch breech-loading rifles; four 6-pounders, R.F.; two 3-pounders, R.F.; two 1-pounders, R.F.; four 37-mm., R.C.; two Gatlings. Contract price, 273,195*l.* 17*s.* 6*d.*, and 21,946*l.* 15*s.* 2*d.* premium for excess in horse-power.

United States cruiser "Yorktown"—length, 230 feet; breadth, 36 feet; main draught, 14 feet; tons displacement,

1,700; guaranteed horse-power, 3,000; indicated horse-power on four hours trial at sea, 3,398·25; twin screw horizontal triple expansion; speed in knots, 16·7; batteries, six 6-inch breech-loading rifles; two 6-pounder R.F.; two 3-pounder R.F.; one 1-pounder R.F.; two 37 mm. R.C.; two Gatlings. Contract price, 93,814*l.* 8*s.* 8*d.*, and 9,211*l.* 6*s.* 9*d.* premium for excess in horse-power.

United States pneumatic dynamite gun cruiser "Vesuvius"—length, 246¼ feet; breadth, 26$\frac{5}{12}$ feet; main draught, 9 feet; 725 tons displacement; indicated horse-power, 4,216; twin screw vertical triple expansion; speed in knots, 21,646; speed guaranteed, 20 knots; batteries, three pneumatic dynamite guns, 15-inch calibre; and three 3-pounder R.F. Contract price, 721,164*l.* 18*s.* 1*d.*

In addition to the naval cruisers abovementioned, the Messrs. Cramp have turned out three iron merchant vessels, with an aggregate tonnage of 8,958, and ten engines of indicated horse-power 28,928; also at present under way four iron merchant ships of an aggregate tonnage of 12,450, and eight engines of an indicated horse-power 28,300. John H. Dialogue, steamship builder, has turned out eight vessels of lighter tonnage and horse-power, to be used chiefly for coast service.

Vessels built by the Pusey and Jones Company in the year 1889 were as follows:—

One propeller for the United States Marine, 145 feet by 3 feet by 12 feet 3 inches.

Three propellers for United States Marine Hospital Service, two 87 feet by 16½ feet by 6 feet 10 inches; one 103 feet 6 inches by 16½ feet by 6 feet 10 inches.

One twin screw boat for South America, 80 feet by 18 feet by 5 feet 6 inches.

One propeller for Pennsylvania Railroad Company, 82 feet by 19 feet by 8 feet 6 inches.

Propeller for service in North Carolina, 85 feet by 24 feet by 7 feet 6 inches.

Two steel hull stern paddle wheel boats for Florida, one 130 feet by 24 feet by 4 feet; and one 110 feet by 28 feet by 4 feet.

Two stern paddle wheel steamers for Trinidad, British West Indies (steel), one 125 feet by 25 feet by 4 feet 6 inches; and one 60 feet by 17 feet, by 4 feet.

One propeller steamer for the Sanitarium Association of Philadelphia, 130 feet by 24 feet by 9 feet.

The hulls are iron in all cases where not mentioned as steel.

The Delaware River Iron Ship Building and Engine Works, of Chester, have constructed six steamships, with an aggregate of 19,000 tons, and of a value of nearly 400,000*l.*

Other shipbuilders have not sent in any returns.

The Portuguese Government have invited a well-known American firm of shipbuilders to submit proposals for the construction of four new cruisers. On account of recent differences it is said that Portugal has not invited any English shipbuilders

to tender bids. It is very doubtful that Americans will get these contracts on account of their inability to compete with the English yards in consequence of higher costs of material and labour, which it is said is from 30 per cent. to 40 per cent. greater than in the European yards.

Life-saving stations on the coast of the United States.

This service is becoming of inestimable value, and yearly increasing in efficiency. The stations number 222, and are distributed on the sea and lake coasts. The coasts of New Jersey (41 stations), Rhode Island and Long Island (38 stations), and Cape Henry and Cape Fear River districts (28 stations), are the greatest in number, as those districts are the most dangerous. In the year 1888 there were 411 disasters to registered vessels, having on board 3,653 souls, of whom 12 only suffered death. The estimated value of the ships lost was 1,221,474*l.* 5*s.*, and of cargoes 748,687*l.* 12*s.* 7*d.*, being a total value of property involved of 1,970,161*l.* 17*s.* 7*d.*; of this amount 1,603,382*l.* 9*s.* 6*d.* was saved, and 366,779*l.* 8*s.* 1*d.* lost. Vessels totally lost, 71. The casualties to smaller craft, yachts, &c., 133, having 297 persons aboard, 5 of whom were lost, and the property involved amounting to 40,811*l.* 7*s.* 2*d.*, of which 1,582*l.* 14*s.* 7*d.* was lost. Total casualties coming within the scope of the service, 544; property involved, 2,010,973*l.* 4*s.* 9*d.*; property saved, 1,642,611*l.* 2*s.* 1*d*; property lost, 368,362*l.* 2*s.* 8*d.*; persons involved, 3,950; persons lost, 17; shipwrecked persons succoured at stations, 743; total number of days succour, 1,898; ships totally lost, 71. In addition to these statistics, 37 other persons in danger of life, having fallen from docks, &c., were rescued. In the year's operations 492 vessels were worked off when stranded, repaired when damaged, piloted out of dangerous places, and miscellaneously assisted by station crews. In 229 instances vessels running into danger were warned off by the signals of the patrols. The surf boat was used 529 times, making 907 trips. The self-righting and self-bailing lifeboat was used 67 times, making 94 trips. Smaller boats were used 152 times, making 199 trips; the breeches buoy was used 19 times, making 175 passages. The wreck gun was employed 29 times, firing 63 shots. The heaving stick was used 17 times. 760 persons were landed by the surf boat; by the lifeboat, 94; by the smaller boats, 130; by river life skiffs, 32; by the breeches buoy, 162; rescued by using a surf boat as an extemporised bridge from a sinking steamer to a pier, 73 lives; 4 persons were landed from a vessel drifting in the ice floes by a small boat drawn back and forth with the whip line which had been connected with the vessel by the wreck gun. A similar use of the whip line rescued 6 men from a stranded vessel, who came ashore hand over hand on the line. 14 were saved by means of lines thrown to them; 7 saved by the men jumping into the surf; 1 by a buoy thrown to him with a line attached; and 2 drifting in the ice in a small boat were drawn ashore by a line. The lives lost in proportion to the number of persons on board the vessels involved was 1 out of every 232. The saving of property is in proportion of 32*s.* saved to 4*s.* expended in the maintenance

of the service. The result of the year's work is summarised as follows:—

Total number of disasters	4,396
„ value of vessels	11,695,804*l.* 2*s.* 6*d.*
„ „ „ cargoes	5,067,700*l.* 16*s.* 6*d.*
„ „ „ property saved	11,400,753*l.*
„ „ „ „ lost	5,362,751*l.* 19*s.*
„ number of persons involved	39,414
„ „ „ lives lost	561
„ „ „ persons succoured	7,116
„ „ „ days succour afforded	19,105

The details of General Superintendent Kimball's report to the United States Government is replete with incidents of skill, courage, and self-sacrifice on the part of members of the various station crews, and instance the value and humanity of a most interesting as well as most important branch of the United States Government service.

Nautical school ship.

A nautical school ship has been established at this port under the auspices of a board of directors and its able and efficient president, Captain Charles Lawrence. The State Legislature has appropriated 2,000*l.*, and the city of Philadelphia, 3,000*l.* per annum towards the support of the school. The United States sloop of war "Saratoga" was sent to this station by the General Government, and is now used as a school ship, with Commander Green in charge. The object is to educate American youth in effective navigation and seamanship. After graduation there is little doubt that most of the young men will become officers in the American merchant marine service.

Harbour wages of seamen, &c.

The condition of the harbour, demurrage, lay-day scales, and pilotage at Philadelphia continue the same as in the trade reports for 1887 and 1888, Nos. 177 and 464, Annual Series.

The wages for seamen for the year 1890 have been scaled by the Seamen's Union as follows:—

	Monthly wages.	Advance.
	Dollars.	Dollars.
Northern part of Europe (steamers) ..	30	30
„ „ „ (sail) ..	30	40
Deep water	18	40
Europe, south of Bayonne	25	40
„ north „	25	30
Greenland	25	30
Mediterranean, west coast of Africa ..	20	30
South America	20	30
West Indies (steamers)..	25	15
„ „ (sail)	25	25

Immigration.

Immigration at the port of Philadelphia has fallen off in the aggregate. English immigrants dropped from 10,903 in 1888, to 5,337 in 1889. The Irish fell from 7,987 in 1888 to 6,163 last year. The total decrease being from 37,018 for 1888 to 24,128

in 1889. These figures do not include non-immigrants or persons belonging and returning to the United States after foreign travel, numbering 1,627. The tabulated figures are as follows :—

Country.	1889.			1888.
	Males.	Females.	Total.	Total.
England	2,959	2,378	5,337	10,903
Wales	74	77	151	481
Scotland	861	679	1,540	3,378
Ireland	3,051	3,112	6,163	7,987
Norway	724	502	1,226	1,612
Sweden	962	624	1,586	2,992
Denmark	202	139	341	127
Netherlands	14	8	22	..
Belgium	101	59	160	345
France	120	85	205	293
Spain	25	2	27	4
Italy	61	20	81	87
Switzerland	22	16	38	32
Germany	2,420	1,782	4,202	5,955
Russia	522	289	811	674
Finland	14	11	25	..
Poland	857	460	1,317	1,448
Austria-Hungary ..	130	40	170	157
Hungary	139	43	182	80
Roumania	19	4	23	..
Turkey	28	9	37	..
Greece	71	8	79	29
Algeria	2	..	2	..
Egypt	13	1	14	..
Arabia	163	24	187	..
Armenia	92	23	115	..
Assyria	21	11	32	..
West Indies, British ..	19	17	36	..
„ „ Danish ..	1	..	1	..
„ „ Spanish ..	18	..	18	..
Total	13,705	10,423	24,128	..
Non immigrants, aliens, and United States citizens	1,144	483	1,627	..
Total arrivals ..	14,849	10,906	25,755	..

A study of the above table develops the existence of a gradual shifting of nationalities in the current of immigration. Italian, Polish, Hungarian, Turkish, Greek, Egyptian, Arabian, Assyrian, Armenian are on the increase, which is deplored by statisticians, and considered unfortunate for the welfare of the country, and a blow to the stability of the labour market. The destination of these nationalities is also an interesting study. The English do not colonise; they spread all over, wherever their skill, thrift, and energies are best remunerated. Nor do the Irish; they permeate all channels where labour is in demand. It is the same with the Germans. The Welsh, Scandinavians, the Slavaks, Poles and Hungarians colonise, chiefly in Pennsylvania, a state noted for its

mines of coal and slate, petroleum and natural gas. In and around the picturesque town of Scranton, in Pennsylvania, the Welsh are thickly settled, and Welsh performances are given at a theatre. Many children born and raised in the district adhere to their vernacular, and do not acquire the English language. Temperate, industrious and happy, they are a boon to the State, and are referred to by Americans with pride. Far different is it with colonists of some other nationalities who settle in the State of Pennsylvania; reckless and cruel they become a threat and a hindrance to the moral growth of Christian communities.

The Scandinavians resort to the farming districts of the West, as but few of them are skilled labourers or artisans. Danes and Fins go to the enormous forests of the North-Western States, seemingly attracted by the bracing climate and the spirit of independence prevailing therein. The Italians are of three classes: common labourers, miners, farmers, and grape growers. The first are an inferior lot coming chiefly from around Naples and work on railroads, city, streets, &c., a large part of this class remain in the cities whence they are sent by their "padrones" to all sections as required, returning when a contract has been completed. The next class, or miners, come from Northern Italy; they are of much higher intelligence and moral standard than the labourers, and go chiefly to the coal mining districts of the Western States. The farmers and wine growers, also from Northern Italy, settle in the wine growing districts of the State of California. Many French and Swiss also resort to these districts. The French, however, as a rule settle in the large cities or go to New Orleans and French Canada. The Russian, Polish and Roumanian Hebrews settle in the large cities. Most of them are tailors and about a third pedlars. Of late years a great many German Russians, whose forefathers about 100 years ago emigrated from Wurtemburg to Russia, have come to this country. They retain their German language, traditions and customs, and are all farmers. Large, and powerful built men, they form a picturesque sight on landing, with their sheep-skin overcoats, all clad in the same way, and followed by a string of children. From the Austro-Hungarian monarchy come the Slavaks, Poles and Hungarians who are chiefly coal miners; the Bohemians, Tyrolese, Dalmatians, Kroatians, and Moravians, as a rule gravitate to the coal and iron districts of Pennsylvania. Hollanders and Belgians, peaceable and tractable, resort to the farming districts, glass manufactures and mines. The Armenians and Arabs become pedlars or tradesmen and remain in the larger cities, some are silk weavers, others miners and common labourers.

The Greeks are fruit and flower vendors and railroad labourers.

The receipts of cereals, provisions, &c., at Philadelphia, in 1888 and 1889 were:— Trade and commerce.

		1888.	1889.
Flour	Barrels ..	1,319,163	1,041,565
Wheat	Bushels ..	2,555,600	2,544,100
Corn	„	2,973,900	5,962,500
Oats	„	4,662,750	4,494,360
Barley	„	1,283,400	643,600
Wool	Bales ..	188,509	110,950
Cotton	„ ..	84,941	83,074
Lard	Tierces ..	48,544	20,890
„	..	..	74,809
Pork	..	..	3,097
Petroleum, crude ..	Barrels ..	485,039	891,279
„ refined ..	„	424,764	857,819
Butter	Packages ..	362,044	370,838
Cheese	„	243,876	217,565
Eggs	Barrels and crates	489,193	50,794
„	..	..	470,319
Tobacco leaf	Hogsheads	22,120	22,902
Tobacco, manufactured	Baskets ..	131,444	120,820
Whiskey	Barrels ..	37,959	59,853

The decline in the export trade is marked for the past few years. Between the years 1877 and 1888 there has been a steady decline in the percentage of Philadelphia exports (chiefly in grain) from 11·2 per cent. in the former year to 6·3 per cent. in the latter, as compared to the exports from the list of principal northern ports of the United States, viz:—Boston, New York, Baltimore, Philadelphia and Norfolk.

The imports, however, have increased. They were in 1877 5·1 per cent., and in 1888 7·1 per cent. In 1886 the receipts of wheat at Philadelphia as per consular report for that year were 6,289,611 bushels, while in 1889 they were but 2,544,100 bushels, showing a decrease of 3,745,511 bushels. The total value of exports of breadstuffs from Philadelphia for 1889 was 1,670,183 dol.

The trade during the first 2 months of 1890 has taken a fresh start, and charters at good rates are awaiting the arrival of steamers from all sources to load grain.

New York and Baltimore are overflowing with grain shipments.

The exports of the months of January and February were as follows:—1889, 4,619,577 dol.; 1890, 4,977,988 dol.

The present low price of corn has been the chief cause of this sudden activity in the exportation of breadstuffs.

The total consumption of sugar in the United States was during the years:— Sugar and molasses.

	Tons.
1881	993,532
1887	1,392,909
1888	1,457,267
1889	1,457,561

The consumption per head is reported as 51·015 lbs. in 1889; 52·65 lbs. in 1888; 52 lbs. in 1887; and 51 lbs. in 1886.

The total receipts in the United States through the 4 ports of New York, Boston, Philadelphia, and Baltimore, were 1,008,810 tons for 1889, and 1,084,810 tons in the previous year.

Receipts of sugar at the ports of—

	1888.	1889.
	Tons.	Tons.
Philadelphia	220,044	248,330
New York	695,883	659,154
Boston..	..	101,326

The distribution of sugar:—

	1888.	1889.
	Tons.	Tons.
Philadelphia	220,044	248,330
New York	709,925	676,879
Boston..	169,764	104,686

The entire consumption in the United States, both foreign and domestic, was 1,457,561 tons. The State of Louisiana supplied 145,000 tons, or one-tenth. The rest of the United States supplied 31,500 tons, or one-fourty-eighth. The remainder, 1,281,061 tons, came from foreign countries.

The raising beetroot and sorghum sugar made little progress in 1889, as regards the increased quantity produced, but experiments on a larger scale than heretofore met with fair success under discouraging circumstances. Better results are predicted for the year 1890, under enlarged expenditure of labour and capital.

The duties collected on sugars for the year ending June 1, 1889, averaged one penny per pound, which added to the value of the imports of foreign sugar for the year ending December 1, 1889, figures 9,896,907*l.* This total does not include the sugar from the Sandwich Islands, upon which there is no duty.

The average bond prices (fair refining) in the United States for 45 years was 4·67 c. (2⅓*d.*).

The lowest prices from 1848 to January, 1885, were—

	Cents.
1885	2·87
1887	2·60
1888	2·79
1889	2·79
January, 1890	3·17

Molasses.

Total received from foreign countries—

200,494 hogsheads	18,127,218 tierces.
Total gallons	24,951,270
Add stock at all ports	86,950
Total supply in gallons	25,038,220
Deduct exports and shipments	802,988
	24,235,232
Deduct stock at all ports, December 31, 1889	765,051
Total consumption of foreign molasses in 1889 ..	23,470,181
Estimated crop of Louisiana, Texas, and other Southern States	18,544,416

The averages for 1888 and 1889 were—

	Per Gallon.	
	1888.	1889.
	Cents.	Cents.
N.O. prime to choice	42·18	41
Porto Rico	33·17	36
Barbadoes	20·84	32
Barbadoes	25·66	..
English	..	..

Imports and exports.

The imports at all the United States ports in the fiscal year ending June 30, 1889, were—

	£
Free of duty	52,883,933
Subject to duty	100,751,456
Total	153,635,389

The exports were—

	£
Domestic goods	148,511,878
Foreign	2,519,436
otal	151,031,314

The imports at Philadelphia in 1889 were as follows—

	£
Free of duty	1,027,567
Subject to duty	9,487,237
Total	10,514,804

The exports at Philadelphia were—

	£
In American steam vessels	560,983
„ sailing „	648,338
In Foreign steam vessels	4,075,032
„ sailing vessels	1,190,639
Total	6,474,992

Textiles.

The manufactures of the city of Philadelphia have not been tabulated by any statistician, and no serviceable approximations have been indulged in for all branches of trade-production. This is accounted for by the fact that in June, 1890, the United States census will be taken, when all returns will be official and exhaustive. The production of carpets has increased, though some styles have not held their own, notably Smyrna rugs, which have fallen off. Ingrains have increased, the out-put being estimated at 4,400,000*l.* Hand-loom ingrains have decreased, while art squares in hand-looms have increased. Brussells, Wiltons, tapestries and Venetian damasks have decreased, while Smyrna whole carpets in hand-looms have increased. Axminster velvets are practically not made in Philadelphia any longer. Bag, net and chain carpets, so named, hold their own in the manufacture.

Failures.

Failures have occurred in the trades and commercial enterprises of the United States and Canada during the year 1889 as follows :—

Classes.	Number.	Average.	Aggregate.
		£	£
Less than £1,000	8,834	412	3,642,886
£1,000 to £2,000	2,004	1,143	2,892,371
£2,000 to £5,000	1,491	3,092	4,611,340
£10,000 to £20,000	262	14,433	3,781,443
£20,000 to £100,000	150	41,237	6,185,567
£100,000 to £200,000	19	144,330	2,742,268
£200,000 or over	12	309,278	3,711,340
Total	12,772	..	27,567,215

There have been a few heavy failures in the city of Philadelphia, but on the whole the commercial mart has suffered less than other cities of equal class. The failures during the first quarters of 1889–90 were:—

	Number of Failures.		Actual Assets.		Liabilities.	
	1889.	1890.	1889.	1890.	1889.	1890.
			£	£	£	£
Eastern States	511	500	1,307,692	379,542	3,123,285	956,760
Middle States...	757	907	912,503	1,025,186	1,829,963	2,466,483
Southern States	774	542	498,271	502,410	972,487	960,716
Western States	886	716	913,207	801,663	1,672,813	1,534,768
North-Western States ...	418	357	385,816	275,772	642,549	495,136
Pacific States	290	283	154,808	313,928	312,799	534,884
Territories	33	21	27,051	17,189	54,699	23,271
Total	3,369	3,326	4,199,348	3,315,780	8,608,595	6,972,018
New York City	163	196	165,291	336,171	4,515,424	907,957
Canada and Provinces ...	536	502	458,461	532,744	947,958	1,004,881

Petroleum.

The trade in petroleum has increased, and heavy shipments have been made to the east. The exports at Philadelphia for 1889 were 3,168,745 barrels of 50 gallons each, exceeding those of the previous year by 511,002 barrels.

The shipments from Philadelphia, Baltimore, and New York were:—

	1878.	1883.	1889.
	Barrels.	Barrels.	Barrels.
Philadelphia	1,503,833	1,561,732	3,168,745
Baltimore	753,106	216,192	173,210
New York	4,074,044	7,604,081	8,607,281
Total	6,330,983	9,382,003	11,949,236

The percentage of the whole export trade from the three ports of refined naptha, lubricating and residuum, was not so large for Philadelphia as in the years 1885, 1886 and 1887. The percentage of the trade in 1885 was 29·8; in 1886, 28·8; in 1887, 30·3; and in 1889, 26·5 per cent. In the first two months of 1890 the reduction of the shipments from Philadelphia is most marked, and follows closely upon the absorption by the Standard Oil Company of one of its most important rivals in pipe lines and refineries. This powerful "trust" is not furthering the interests of Philadelphia or of Pennsylvania, the chief oil-producing State of the Union.

Natural gas.

The extraordinary product of the coal districts was first handled in paying quantities in 1885. In three years its annual displacement of coal was 12,906,000 tons, estimated in value at 4,000,000*l.*, and that is said to be only about one-half the rate of the present displacement. There are now more than 9,000 miles of mains, exclusive of smaller conveying pipes. The cheapness of the gas and the enterprise of competing companies have been the principal stimulants of its introduction. New territory has been rapidly developed, and in many cases gas has been furnished free to consumers.

Not taking into consideration the many thousands of companies that have organised, bored wells, struck water and quit business, the total capitalisation in the name of "natural gas" in this country exceeds 20,000,000*l.*

Agriculture

In certain sections of the country agriculturists complain of the shrinkage in prices of products. This is notably the case in the State of Pennsylvania, and is receiving considerable attention by the farmers. In 1865 wheat was 10*s.* per bushel; oats, 4*s.* per bushel; corn (maize), 5*s.* 10*d.* per bushel; potatoes, 6*s.* 3*d.* per bushel; butter, 2*s.* 6*d.* per lb. In 1889 the prices of wheat ranged from 3*s.* 4*d.* to 3*s.* 10*d.* per bushel; corn (maize), 1*s.* 8*d.*, and the other products named will not average over one-third the prices of 1865. In the face of this shrinkage in the values of farm products, the same tariff of taxes prevails now that were imposed in the prosperous times of the Civil War.

It is proposed to prepare a separate report on the subject of agriculture in the four States of this Consular district as soon as the statistics have been compiled by the proper authorities for public use.

Coal, anthracite and bituminous.

The coal trade of 1889 felt the heavy out-put of hard coal, or anthracite, of the preceding year and the mild winter. The soft coal, or bituminous, trade also suffered from the mild winter, and from strikes among the miners, and short supply of transportation facilities. The past year was a dull one in the coal industry of the United States. The light winter of 1888-89 caused large stocks to be carried over by producers, dealers, and consumers. The out-put of anthracite coal of Pennsylvania was:—

Year.	Gross Tons.*
1886	32,136,362
1887	34,641,017
1888	38,145,718
1889	35,407,710

The smaller sizes of anthracite coal increased in shipments, and the quantity furnished the iron furnaces also increased. The use of anthracite is from year to year extended over a wider range in the United States and Canada. To the consumers in the Eastern, or New England, States a direct all-rail traffic increases as compared with the transportation by sea in coal barges towed around the coast by steamers. This departure from shipments by water will increase the sales of all sizes of anthracite in the New England markets. The average reduction of prices for hard coal in 1889 as compared with 1888 is 35 c. (1*s.* 5½*d.*) per ton on the free burning coals, and about 20 c. (10*d.*) on the hard white ash coals. Soft coals, or bituminous, continues to be sold at low figures. The last year's rates touched the lowest prices. The operators agreed upon a price, 2 dol. 60 c. (10*s.* 9*d.*) per ton, at loading ports, but a strict adherence thereto was not kept up. Central Pennsylvania did not mine so much as in the previous year. The floods of midsummer in the Allegheny valleys put an end to all operations for a time, and towards the close of the year there was a tendency to hold back the tonnage with the hope of realising more profitable prices. In part this strengthened the market, but it extended but a few weeks into the year 1890. In the Western districts of Pennsylvania the operators had a fair year though sadly hampered at times by a scarcity of cars. The increasing production of Virginia, Tennessee, and Alabama shows a keen competition with Pittsburgh in the southern markets.

The State of Ohio shows about as large an out-put as in the preceding year, and outside of this Consular district, in the States of Kentucky, Tennessee, and Alabama, the increase is well marked, and the development in these States was so great that the year 1890 is looked forward to with great encouragement. The far Western States did a larger business in anthracite in 1889 than in any previous year.

The employés in and about the mines throughout the coal producing districts of the United States number as follows:—

* Gross tons = 2,240 lbs.

	Number.
Pennsylvania (anthracite)	117,000
" (bituminous)	61,000
Ohio	25,000
Illinois	30,000
Iowa	12,000
Alabama	8,600
West Virginia	8,000
Indiana	7,000
Kentucky..	6,500
Tennessee	6,000
Maryland	5,500
Colorado	5,500
Virginia	5,000
Kansas	4,500
Missouri	3,200
Wyoming	3,000
Total	307,800

The wages paid for mining coal to this army of miners and helpers range from 30 c. (1*s.* 3*d.*) to 1 dol. 25 c. (5*s.*) per net ton (2,000 lbs.) These wages vary according to the hardness or thickness of the coal, but for a general report it is not necessary to particularise. A change is looked for to date from May 1, 1890. The anthracite coal fields of Pennsylvania are of the greatest importance because of the out-put and the wide extent of country where the product is sold. 40,000,000 tons annually are mined. For the year 1888 the out-put was 41,638,426 gross tons (2,240 lbs.), and for 1889 it was (not including colliery consumption) 35,407,710 gross tons. From 1820 to 1889 the grand total figures 756,801,458 gross tons. The shipments by districts in 1889 were:—Schuylkill, 10,474,364 gross tons; Lehigh, 6,285,421; Wyoming, 18,647,925; total 35,407,710 gross tons.

The traffic of the coal railroads (8 in number), which are known as the initial interests or lines of transit, over which all the hard coal sent to market must pass when leaving the mines, are:—

	1887.	1888.	1889.
	Tons.	Tons.	Tons.
Philadelphia and Reading Railroad	7,555,252	7,175,095	7,272,592
Central Railroad of New Jersey	4,852,859	5,742,279	6,027,505
Lehigh Valley Railroad ..	5,784,450	6,592,715	7,444,163
Delaware, Lackawana, and Western	6,220,793	6,996,192	5,259,239
Delaware, and Hudson Canal Company	4,048,340	4,486,188	3,819,045
Pennsylvania Railroad.. ..	3,818,143	4,554,440	3,300,867
" Coal Company ..	1,603,456	1,624,433	1,308,309
New York, Lake Erie, and Western	759,834	974,373	954,283
Total	34,641,017	38,145,718	35,385,401

All the figures for 1889 are not official. The percentages of the initial coal carrying roads are (for 1886–88) the Reading Company averaged 20·55 per cent.; the Delaware, Lackawana, and Western, 17·36 per cent.; the Delaware and Hudson, 11·29 per cent.; the Pennsylvania Railroad Company, 11·22 per cent.; the Pennsylvania Coal Company, 4·55 per cent.; the Erie, 2·27 per cent. Thus the ability to produce 40,000,000 tons annually or less, can readily be transported to the seaboard.

The distribution of this enormous mineral product is in the following named sections of the country. No one division grows disproportionately, and it is somewhat surprising that those sections of the country where the people have been longest known as consumers of hard coal should continue to show growth.

	1886.	1887.	1888.
	Tons.	Tons.	Tons.
To Pennsylvania, New York, and New Jersey	21,222,163	22,508,082	23,053,581
To New England	5,288,389	5,590,972	6,082,440
To Western States	3,157,272	3,707,118	5,039,568
To South	1,455,720	1,739,052	1,969,829
To Pacific Coast	5,615	6,820	6,930
To Dominion of Canada ..	970,306	1,057,737	1,956,405
To foreign ports	36,898	31,237	36,965
Total gross tons ..	32,136,363	34,641,017	38,145,718

The prices of anthracite coal in 1889 were lower than for some years previous thereto. At the mines, Lehigh and Schuylkill, coal brought:—Lump, 8*s.* 4*d.* per ton; grate and egg (large size), 9*s.* 9*d.*; stove and small stove, 10*s.* 9*d.*; chestnut, 10*s.*; pea, 5*s.* 2*d.*

These coals cost the steamships, for lump, 18*s.* 7*d.* per ton; factories, for lump and egg, at mines, 10*s.* 4d.; delivered, 18*s.* 10*d.* per ton; for housekeeper's stove and small stove, 1*l.* 1*s.* 8*d.* and 1*l.* 2*s.* 9*d.* per ton; pea coal (a very small brand of coal now becoming popular for domestic use), 14*s.* 6*d.* per ton.

The anthracite (hard coal) is almost exclusively a domestic fuel, the "steam trade" having gravitated to bituminous, and the "furnace trade" to coke. Philadelphia is the most important coal trade centre. The local consumption here is placed at 2,000,000 tons of hard coal, and 500,000 tons of soft (bituminous) coal per annum. The shipments from the port, of both hard and soft coals, will average annually 4,000,000 tons gross. Philadelphia has suffered, and continues to suffer, by railroad discrimination, caused by the lack of competition among the carriers. The Pennsylvania railroad and the Philadelphia and Reading railroad have the whole trade, and freights to Philadelphia—100 miles from the mines—are 2½*d.* per ton more than those to New York, 100 miles beyond. This is an injustice which the coal consumers and manufacturers do not appear to have the power to adjust

The temperature of the winters have a marked effect on the consumption of anthracite coal. Thus, five cold winters—1879, 1881, 1883, 1885 and 1887—the production averaged 27,789,488 tons per annum; while five warm winters—1876, 1878, 1880, 1882, and 1884—the average production was 23,876,380 tons.

The "basket man."

It is a curious circumstance connected with this enormous out-put of the most valuable of minerals that there should be a dealer known as the "basket man." He is found in all cities of 30,000 or more population, and may be termed a pilferer of the poorer classes. He may be established in a small grocery with a grog-shop attached, together with second-hand furniture and a wood yard. Strolling through the streets in the poorer sections can be seen outside of hovel-like shops baskets of a small size of anthracite coal, containing anywhere from a bushel to a peck. That which cost the "basket man" 5 dol. a ton is dealt out in these small parcels at the rate of 10 dol. or 12 dol. per ton. The profit is made, a few cents. at a time, from poor wretches who must have the fuel or freeze.

Growth.

The anthracite coal production has grown steadily notwithstanding the ups and downs of prices. Thus: —

	Tons.
Mined in 1870	16,182,000
„ 1875	19,712,000
„ 1880	23,437,000
„ 1885	31,623,000
„ 1889	35,500,000

Imports and exports of coal.

The tariff on coal from 1824-43 was 3*d.* per bushel, or 7*s.* per gross ton; from 1843-46, 7*s.* 3½*d.* per ton; in 1846, 30 per cent. ad valorem; 1847-61, 24 per cent. ad valorem; 1862-64, 4*s.* 2*d.* per ton; 1865, 4*s.* 7*d.*; 1866-72, 5*s.* 2*d.*; and since August, 1872, 3*s.* 2*d.* per ton. In the period from June, 1854, to March, 1866, the reciprocity treaty was in force, and coal from the British North American Possessions was admitted free of duty.

Year.	Exports.		Imports.
	Anthracite.	Bituminous.	Bituminous.
	Tons.	Tons.	Tons.
1886 ..	682,175	532,846	824,057
1887 ..	680,138	643,563	906,634
1888 ..	944,383	780,248	877,504
1889 ..	943,304	841,798	1,155,329

The tabulated exports do not include the coal sent to Canada by rail.

Anthracite, slack or culm.

The slack or "culm" made at the breakers is being utilised. It can be used in its crude state, or agglomerated into bricks after European methods. Both features are attracting a great deal of attention. As a steam-producing power it is effective and economical. The fuel cost for the same amount of work is estimated as follows:—

				s.	d.
26,086	cubic feet	of gas at 5*d.* per 1,000 feet		10	11
3,131	lbs.	of bituminous coal at 6*s.* 3*d.* per ton		8	9
3,166	„	coking bituminous at 6*s.* 3*d.* per ton		8	10
3,178	„	anthracite at 10*s.* 5*d.* per ton		14	7
4,300	„	pea size at 4*s.* 2*d.* per ton		8	1
4,283	„	of buckwheat at 3*s.* 1½*d.* per ton..		6	0
4,762	„	culm at 5*s.* per ton..		0	11

When to these figures are added the costs of handling the coal and ashes, the entire costs will stand:—Prepared anthracite, 19*s.* 10*d.*; coking bituminous, 14*s.* 1½*d.*; free bituminous, 14*s.*; pea coal, 13*s.* 6*d.*; buckwheat, 11*s.* 5*d.*; gas, 10*s.* 10*d.*; and culm, 6*s.* 4*d.*

The Philadelphia and Reading Railroad Company is interested in the making of culm bricks. For this purpose the waste is ground to powder in immense crushers, mixed with a composition of pitch, water, &c., and pressed in two machines, which compress the mixed fuel and pitch into bricks under a pressure of between 50 and 60 tons. The bricks are pushed out of the jaws of the press at the rate of 40 to the minute, or 80 for the two machines in operation. A speed can be run up to 50 bricks per minute, but it is not considered safe. As the bricks tumble out an automatic arm pushes them along a tumble-like shute, where they are caught by the paddles of an endless chain and carried out over a tressle to the stocking yard, or diverted from their course nearer the factory, and packed, smoking hot, into the railway cars ready for shipment to market. Each brick is about $10 \times 7 \times 6$, and weighs from 17 to 18 lbs. They are said to be used with great success on the Reading Railway.

Coal mine casualties.

The mine inspectors of Pennsylvania report 453 persons killed; 364 in the anthracite, and 89 in the bituminous mines. The number of widows made 217, and the number of orphans 653. A life was lost for each 119,013 tons in the anthracite collieries, and a life for each 443,821 tons mined in the bituminous collieries. The fatal casualties are attributed to the carelessness of those who suffered. Seldom was there more than one person injured at any one time. In all except a few of the gangways the working men use naked lights, and in nearly all cases where explosions occurred oversight or recklessness was the cause. Falls of roof and fall of coal are the most numerous causes, and these are the most difficult to deal with by supervision. The American, English, Welsh, and Irish are the most experienced miners, and yet the statistics go to prove that the casualties number as many to them as they do to those who are rated as inexperienced.

Miners' wages.

Miners' wages are not clearly understood by the reading public, owing to the peculiar manner in which the miners are paid, contracts entering into the work so largely. Regarding those miners classed as "contract miners," the figures for 1888, the last year that can be fairly used as an estimate, show that the competent and industrious miner could have worked 246 days in the year. All miners do not have the same opportunity, although the term applies to all, whether engaged in breast, gangway, or

airway, robbing pillars, or even if a section of a mine be included in a contract that employs a number of men. Those in gangways and airways have no limit to their work, while those in breasts can only mine a certain number of cars, seven being the usual number, at 3*s.* 7*d.* per car, for both mining and loading. The miner who worked 246 days earned a total of 306*l.* 15*s.*, loading seven cars daily, mined an average of 24 cars to a keg of powder, escaped with a dockage of 5 per cent., and was paid 4*s.* 2*d.* each for two dozen props placed in position: his expenses for labour were 246 days at 8*s.* 9*d.*, and for powder 44*l.* 4*s.* 2*d.*, with enough other items to aggregate 154*l.* 17*s.* This would give the miner an average of 11*s.* per day. These figures may be accepted as an average, while there are men who earn more and a great many who realise less. Steady work is out of the question. About 10,000 men are now out of employment.

Iron and steel.

Changes and new enterprises in the iron trade of the United States during the past two years have been numerous. The low prices for many iron and steel products of 1888 and the first six months of 1889 did not affect the activity in the trade and the extension of facilities for the manufacture of iron and steel in all forms. The erection of blast furnaces in the Southern States, and of steel works in the Northern States, continued from month to month. In November 1889 there were 575 blast furnaces in active operation or in process of construction. The charcoal furnaces and the anthracite furnaces are gradually decreasing, while the bituminous and coke furnaces are on the increase. The annual capacity of the 575 completed furnaces in November, 1889, was 13,168,233 net tons, and the aggregate capacity of all the blast furnaces throughout the United States at the close of 1889 is not only much larger than it was two years ago, but the average capacity is also much larger. In November, 1889, the average capacity was 22,901 net tons per annum, or 440 net tons per week.

The rolling mills and steel works are enumerated at 445 completed rolling mills and steel works in the United States, November, 1889, with 11 building. In the two years 1888 and 1889, 39 new rolling mills and steel works were built and 27 abandoned, leaving a net gain of 12. Of the 39 new enterprises completed in the last two years many of them embraced works for the manufacture of steel by either the Bessemer or the open hearth process.

The rolling mill capacity numbered 4,914 in November, 1889; the heating furnaces numbered 2,733; the number of trains of rolls 1,510; the annual capacity of the rolling mills in finished iron and steel 9,215,000 tons; the number of rolling mills manufacturing cut nails and spikes was 75, with 6,066 nail machines.

The Standard Bessemer Steel Works in November, 1889, throughout the United States numbered 41, completed with 88 converters, with no new plants in course of erection. The annual ingot capacity of the completed and building standard Bessemer Steel Works was 5,600,000 tons, Clappe-Griffiths and Robert-Bessemer plants both being excluded.

The Clappe-Griffiths steel industry in this country has made no progress in the last two years; indeed, it has slightly retrograded. In November, 1889, there were only eight completed plants, containing in all 14 converters, with an annual ingot capacity of 200,000.

The Robert-Bessemer steel process was introduced into this country within the past two years from France. It is a modification of the Bessemer process, and in November, 1889, seven completed plants were in activity, containing 11 converters, with three in course of erection, and one plant in course of erection. All converters operated by this new method are of small capacity, used in making castings and for miscellaneous purposes.

The open-hearth steel industry continues in favourable progress. In November, 1889, the number of completed open-hearth furnaces were 116, with 23 furnaces building, and a number previously built were remodelled and enlarged. The annual capacity of the open-hearth furnaces completed in November, 1889, is estimated at 1,000,000 net tons of ingots, and of the 23 furnaces then in course of erection 200,000, showing a total capacity of 1,200,000 tons, against 815,000 tons in 1887.

The Crucible Steel Works has been practically stationary for a number of years, owing to competition of steel made by other methods. In November, 1889, there were 43 completed crucible steel works, containing 3,378 pots, and three plants building to contain 150 pots.

Bassic Bessemer steel has not so far been made in this country, except experimentally. In Pennsylvania two works are making very soft bassic open-hearth steel.

Pig-iron is now made in 24 States; rolling mills are found in 28 States and one territory; cut nails are made in 15 States; wire nails in 13; Bessemer steel in 11; Clappe-Griffiths steel in 3; Robert-Bessemer steel in five; open-hearth steel in 11; crucible steel in 11; iron ore forges in five; and pig iron-scrap bloomaries in five States. Natural gas as fuel is used in 104 rolling mills and steel works, but the annual increase has been very light. During the past year there has been much interruption to its use at many iron and steel works, caused by an inadequate supply, and some manufacturers are contemplating a return to the use of coal entirely. Whether this inadequate supply at some works is due to a diminished supply from nature's storehouse, or to a diversion of the popular fuel from manufacturing to domestic use, is not clear from the published explanations which have been made. Mr. Swank, the able editor of the Bulletin of the American Iron and Steel Association, asserts that the maximum consumption of natural gas in the manufacture of iron and steel has been reached, if not passed. Petroleum is a new fuel now used in 21 iron and steel works, either wholly or in part.

The production of all kinds of pig-iron in the States of this Consular district in 1889 was:—

States.	Blast Furnaces, December 31, 1889. In.	Out.	Total.	Production. Tons of 2,000 lbs. includes Spiegeleisen.
Pennsylvania	151	77	228	4,181,242
Ohio	49	25	74	,1215,572
Michigan	10	16	26	214,356
Indiana	1	1	2	9,839
Total	211	119	330	5,621,009
„ for all the States ..	344	226	570	8,517,068

Production of charcoal pig-iron:—

States.	Blast Furnaces, December 31, 1889. In.	Out.	Total.	Production. Tons of 2,000 lbs. includes Spiegeleisen.
Pennsylvania	5	11	16	15,951
Ohio	8	4	12	22,467
Michigan	10	15	25	214,356
Indiana	..	..	..	..
Total	23	30	53	252,774
„ for all the States ..	63	80	143	644,300

Production of bituminous coal and coke pig-iron:—

States.	Blast Furnaces, December 31, 1889. In.	Out.	Total.	Production. Tons of 2,000 lbs. includes Spiegeleisen.
Pennsylvania	62	15	77	2,583,132
Ohio	41	21	62	1,193,105
Michigan	..	1	1	..
Indiana	1	1	2	9,839
Total	104	38	142	3,786,076
„ for all the States .	177	68	245	5,952,414

Production of anthracite and anthracite and coke pig-iron :—

States.	Blast Furnaces, December 31, 1889. In.	Out.	Total.	Production. Tons of 2,000 lbs. includes Spiegeleisen.
Pennsylvania	84	51	138	1,582.159
Ohio	..	..	..	..
Michigan	..	..	..	..
Indiana	..	..	..	..
Total	84	51	138	1,582,159
,, for all the States ..	105	84	189	1,925,729

Unsold stocks of all kinds of pig-iron held for sale by the markers or their agents :—

	Tons of 2,000 lbs.
Pennsylvania	67,005
Ohio	27,579
Michigan and Indiana	25,102
Total in Consular district	119,686
,, for all the States	277,401

The stock of unsold anthracite and anthracite and coke pig-iron in Pennsylvania amounted to 34,498 tons ; charcoal pig-iron, 7,453 tons ; bituminous coal and coke pig-iron, 25,054 tons.

The stock on hand, according to the fuel used, in the producing States :—

	Tons.
Bituminous	86,772
Anthracite	77,502
Charcoal	113,127
Total	277,401

Stocks of pig-iron in Pennsylvania and Ohio districts :—

	Dec. 31, 1887.	Dec. 31, 1888.	Dec. 31, 1889.
	Tons.	Tons.	Tons.
Lehigh Valley	31,519	4,788	2,255
Schuylkill	19,103	31,313	22,714
Upper Susquehanna	6,589	9,435	3,845
Lower ,, ...	7,023	10,602	5,694
Shenango Valley	29,955	17,857	6,272
Allegheny County	33,841	7,704	567
Miscellaneous coke	17,269	19,400	18,205
Charcoal	8,876	7,904	7,453
Hanging rock, bituminous	4,062	13,792	3,813
Mahoning Valley	12,365	2,531	12,149
Hocking Valley	2,301	9,557	4,909
Miscellaneous	9,869	6,743	3,678
Hanging rock, charcoal	3,610	4,480	3,030

Production, according to fuel used in 1889 :—

Description.	Blast Furnaces. Dec. 31, 1889.	2,000 lbs. includes Spiegeleisen.
		Tons.
Anthracite	182	1,920,354
Charcoal	143	644,300
Bituminous	245	5,952,414
Total	570	8,517,068

Production of Bessemer pig-iron in 1889 :—

	Tons.
New York	76,947
New Jersey	24,004
Pennsylvania	2,216,948
Maryland	14,478
West Virginia..	106,787
Ohio	452,646
Illinois..	544,965
Missouri	73,845
Wisconsin	17,697
Colorado	1,267

Imports of iron and steel.

The imports of iron and steel and iron ore into the United States during the 11 months of 1889 were :—

Articles.	11 Months, 1889.	Value.
	Gross Tons.	Dollars.
Pig-iron	142,230	2,863,137
Scrap-iron	35,917	447,492
„ steel..	2,241	33,964
Bar-iron	29,579	1,097,132
Iron rails	14	229
Steel rails	6,202	163,110
Cotton ties	20,815	630,950
Hoop and scroll iron ..	6	291
Steel plate, &c.	14,014	783,215
„ blooms, &c.	72,362	1,989,837
Sheet and iron plate iron..	7,032	446,456
Tin plates	331,311	21,726,707
Wire rods	73,768	2,412,278
„ and wire rope ..	4,093	728,197
Anvils, forging, &c. ..	1,400	179,254
Chains	621	77,618
Total	741,596	33,567,867
Iron ore	784,231	1,852,392

Prices.

The prices of pig-iron have been changeable, those of to-day being 6*s.* higher than those ruling a year ago, and 12*s.* higher than those ruling in May last, which was the lowest of the year, and almost the lowest on record. In January, 1889, No. 1

Foundry was quoted at 18 dol. 50 c., and Gray Forge 16 dol.; in May the former at 17 dol., and the latter at 15 dol. 25 c.; in December the former at 19 dol. 25 c., and the latter at 17 dol. 25 c. Muck bars averaged from 26 dol. to 27 dol. per ton. In December the prices rose to 31 dol. at mill, as against 28 dol. 75 c. the year previous. Billets rose from 28 dol. 50 c. in January to 37 dol. in December. Manufactured iron was variable, in prices ranging 1·75 c. per pound to 2 c. for best refined, showing an advance of 30 c. per 100 lbs. from the lowest quotations. Skelp-iron ranged from 1 dol. 75 c. to 1 dol. 95 c. The present tendency is to higher prices. The plate trade has been quoted from 1 dol. 9 c. to 1 dol. 95 c. delivered. Iron plates were quoted from 1 dol. 85 c. in summer to 2 dol. 35 c. in December. The latest quotations were:—

Description.	Iron.		Steel.	
	Dol.	c.	Dol.	c.
Tank	2	35	2	75
Shell	2	65	3	0
Flange	3	25	3	25
Fire-box	3	75	3	75
Angles	2	30	2	75

Steel rails from 27 dol. to 35 dol. per ton early in December; old rails from 22 dol. 50 c. to 29 dol. per ton; scrap-iron from 21 dol. 50 c. to 26 dol.

Railways.

The railways in the United States continue to extend their possessions and to exercise their arbitrary powers. The whole number of railway corporations in the United States last year is reported to be 1,718, and the mileage approximated at 156,500 miles; the number of employés 689,912, the trainmen numbering 135,580, switchmen, flagmen, and watchmen 31,896, and other employés, 522,436. The wages paid these classes range at over 73 per cent. for the men, whose pay is from 4*s*. 2*d*. to 8*s*. 4*d*. per day. The average daily rate of all employés paid by specific time on 60 roads is 6*s*. 10*d*., yet nearly 61 per cent. of the whole number received less than the average rate of all, while only about 39 per cent. received the above average for all. Of the whole number of employés 101,905 earn less than 20*l*. per year, 32,621 earn from 20*l*. to 40*l*. per year, and 21,517 earn from 40*l*. to 60*l*. The average earnings on all the 60 roads per year is 48*l*. 12*s*., although less than 60 per cent. of all earn less than this average; 224,570 individual men were employed on an average 147 days each, and their pay 48*l*. 12*s*. for the year employed. These men were employed to fill 105,807 positions; that is to say, if 105,807 men had been employed on full time they would have accomplished the same results that were accomplished by the greater number working on an average of 147 days each during the year. It is not to be concluded that

118,763 men are out of employment, although it is a fact that this feature of the problem offers a field for investigation and discussion.

The Pennsylvania Railroad has been called to account by the commercial community of Philadelphia for an indirect cause of the decadence of the grain and export trade of the port. This road has been directly charged with having made discriminating allowances upon the export and import traffic viâ Baltimore, which had a material tendency to direct to that city trade which would otherwise naturally have sought shipment viâ Philadelphia. The trade over other railways coming to Philadelphia had begun largely to increase, so that the volume of that traffic passing through this port in November and December, 1889, was much larger than it had been for some time previously. The Pennsylvania Railroad officials have failed to give any satisfactory explanation of the charges made against them, and practically the port of Philadelphia must be content with the "leavings" of the enlarged export trade of New York and Baltimore.

Other complaints have been rife in the public mind against the Pennsylvania Railroad. A majority of the common stock of this company is reliably stated to be held in England, and it is not amiss that the expression of American opinion on the conduct of the company's present management should be reported for the information and guidance of English holders. The Northern Central Railroad, a company running through a country which is poor compared with that tributary to the Pennsylvania Railroad, has recently declared a dividend of 5 per cent. for six months, while the Pennsylvania Railroad has contented itself with a 5 per cent. dividend for 12 months. It is looked upon as an enigma that the former road can earn twice as much as the latter, with its splendid equipment and immense business. The southern terminus of the Northern Central is Baltimore, and its chief traffic is hauling grain to that city from Harrisburgh, where it is received from the Pennsylvania road. So far as the earnings of the Pennsylvania road are concerned, in respect to its traffic to Philadelphia, the road has become of less importance than either the Baltimore and Ohio road, the Lehigh Valley, or the Reading roads. While the Pennsylvania Company was shipping 3,200 cars of grain to this port, the Reading Company, including those brought to it by the Baltimore and Ohio and Lehigh Valley roads, sent in 4,700 cars, or 1,500 more. The Pennsylvania road is apparently wedded to a policy of increasing Baltimore's commerce, and thereby adding to the increasing dividends of its branch line, the Northern Central Railroad. This policy is of twofold injury—injury to the port of Philadelphia, and injury to the shareholders of the company. The managers appear to be content with doing one-tenth of the export trade of the port, and with its continued and uninterrupted opposition to all efforts for increasing terminal facilities for other railways. Baltimore has two railways—the Pennsylvania and the Baltimore and Ohio—consequently there is competition. Philadelphia has

nominally three—the Pennsylvania, Baltimore and Ohio, and the Reading; but the two latter have been so hampered and tied up that it is only of late that they have been able to force a competition with its great rival.

The status of the Northern Central Railroad Company and its terminal facilities—the Baltimore Elevator and Lighterage Company—to the Pennsylvania Railroad Company is a matter of severe public criticism. The market price of the Pennsylvania Railroad shares in Philadelphia is from 54 dol. to 54½ dol., and the Northern Central Railway is 67½ dol., having gone up from under 20 dol. per share.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
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1890.

ANNUAL SERIES.

No. 739.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF THE CONSULAR DISTRICT OF CHICAGO.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 570.

Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1890.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

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UNITED STATES.

CHICAGO.

Acting-Consul Hayes-Sadler to the Marquis of Salisbury.

My Lord, *Chicago, May* 16, 1890.

I HAVE the honour to enclose to your Lordship my Annual Report on the Trade and Commerce of Chicago for the year 1889.

The Reports of Mr. Vice-Consul Bascome of St. Louis, Mr. Vice-Consul Morphy of St. Paul, and Mr. Vice-Consul Pearce of Denver are likewise transmitted.

I have, &c.

(Signed) R. H. HAYES-SADLER.

Report on the Trade and Commerce of the Consular District of Chicago during the Year 1889.

Trade in general.

The commercial record of this city during the year 1889 presents less of variety than those of the preceding years. Business was fairly active all through, but few new matters were presented, except those that involved changes in the mode of investing capital.

As has usually been the case, uneasiness as to the crop yield was entertained during the first part of the year, but the rains having set in early no material depression in prices was caused except in wheat. The inflow of farm produce has been steady, as also the distribution to the east and to Europe. Manufacturers have been busy, and in the packing line a fair increase has been shown. Wages have been well maintained despite a lower price for produce, hence no strikes of any magnitude took place during the year. Chicago manufacturers are extending their trade beyond seas, two shiploads of machinery having been recently sent to South Africa, the freight alone of which is stated to have amounted to 13,608*l.*

European influence has been markedly felt on the course of business in this Consular district. The influx of British capital invested in the purchase of grain elevators, breweries, and other properties in this and other cities, may cause an important influence on the grain trade of Chicago.

One important result of this proffered capital is the comparative easiness of the money market even at times when, beyond this district, general stringency appears to have been the case.

Trusts. The so-called trusts have grown more and more in disfavour and their influence proportionately less. Corporate bodies have been formed with all the appearances of a trust, yet keeping well within the definition of the word "trust" as defined by the various legislatures in this district, citing the common law principle, "that whatever tends to create a monopoly is unlawful as contrary to public policy;" and showing that the taking of a corporate form will not prevent trusts being dealt with according to their true character.

Railroads. Railroads have done a large carrying at fairly satisfactory rates. A closer economy in the management has been one feature, and a preference is shown to increase rolling-stock and re-metal the lines than to increase track mileage, though one hears of branch lines and extensions in course of construction.

City business. Leaving out of the question all speculative transactions in produce, and all deals in real estate and buildings, the business of Chicago during the year 1889 can be summarised as amounting to 1,177,000,000 dol. as against 1,125,000,000 dol. of last year, an increase of 52,000,000 dol., or about 3½ per cent.

Financial. This year has been a notably prosperous one for those engaged in Chicago banking houses. During the first three months call loans were easily obtained at 5 per cent., and private money has been loaned at 4 and 4½ per cent. The large reserves of banking capital caused lively competition among lenders to the benefit of borrowers. Up to June the market fluctuated considerably, then suddenly became firm. For the next two months the market was tight, but gradually became easier, then fairly firm till October, rates on call loans advanced from 5 per cent. to 6 per cent., and were maintained till the end of the year. Two new banks were organised under State Law, and have done their fair share of business.

The following table will show the condition of the 21 national banks in December 1889 and 1888:—

	December, 1889.	December, 1888.
	Dollars.	Dollars.
Capital	16,250,000	16,250,000
Surplus profits	8,826,415	7,645,000
Deposits	94,346,958	85,558,842
Loans and discounts	71,247,283	65,030,101

An increase within one year of about 14 per cent. in surplus, 10 per cent. in deposits, and 9 per cent. in loans.

Produce. The markets were not so active, and averaged lower than last year. A larger movement in grain, seeds, and live stock was noticeable, but little excitement was shown, and quotations remained steady.

The greatest fallings-off were in flour and coal; in the first case other routes for through shipments to the east and European points had been chosen, and in the latter from a more general use of crude petroleum as fuel. This article had been introduced from Lima, Ohio, by means of pipes into South Chicago, and has already made headway in manufactories against coal, as being more reliable, less expensive, easier to handle, and with less trouble giving a quicker and steadier heat. Messrs. Gormally and Jeffery, of Chicago (bicycle manufacturers), being the first to employ, within the city limits, this article as fuel in a wholesale way, and the result has proved thoroughly satisfactory.

Hog packing has generally increased, owing to a larger supply from the west.

The cattle business has extended, owing to the demand encouraged by the lower prices quoted, and also on account of the removal of the restrictions placed on shipments of Chicago beef to other States.

Very little heavy speculation in produce has taken place this year, only four being noted, *i.e.*, the Fairbank wheat deal in the spring, the Milwaukee oat deal in the summer, a short boom in corn in November, and a corner in pork engineered by Messrs. Wallace and Sawyer in the latter part of the year. It is not considered that these deals proved of great financial success to the speculators.

Provisions. Under the term of provisions, beef is no longer included on the Chicago Board of Trade, and the meaning is now confined to the hog and its products. The trade has been throughout active and steady, with almost an entire absence of speculative excitement; the commission brokers in this line have done little or no business, the orders for shipments to outside points being filled directly at the packing houses or at their city offices. Hogs were plentiful, and shipments were encouraged by a discrimination of rates; thus an influx of shipments from the west caused a decided lowering of prices, and met a ready demand. The foreign trade also showed a marked increase, various shipments from this city to Liverpool averaging 3,000 boxes of meat and 1,000 tierces of lard more per week than at similar times last year.

The market in pork fluctuated from 8 dol. 37½ c. to 13 dol. 37½ c. per barrel for October delivery, showing a general average of 11 dol. 2½ c. per barrel, as against a general average in 1888 of 14 dol. 7½ c.

The agitation of two years ago in England in favour of pure lard has caused a greater demand for a pure article shipped from this city to the discrimination against all other classes of this article, prices fluctuating from 5 dol. 75 c. to 7 dol. 62½ c., an average of 6 dol. 43 c. per tierce as against a general average in 1888 of 8 dcl. 39 c.

It will thus be noticed that there is a heavy falling-off in the selling price of these two articles.

Flour. The trade in flour shows a marked reduction. The partial failure of wheat crops in the north-west in the year 1887 caused

a season of great dulness. The commission business in flour has received a severe blow from the fact that millers have begun to dispense with middlemen and ship direct to consumers, establishing their own agents in the various cities even across the Atlantic. Prices have generally ruled steady, with only a small margin of profits on sales.

The receipts for the year 1889 from other points were nearly one-third less than those of the year 1888. A great deal of poor flour from the partly-frozen 1888 crop of wheat in the north-west (mentioned in my last report) was placed on the market. This flour was not considered unsound, and met with a fair sale, though some of the millers found it took five bushels of wheat to make one barrel of flour.

There is still a fair export business here, but it has the appearance of veering round to the low grades which can be used for mixing by Transatlantic dealers. The volume of trade, though reduced as far as concerns outside dealers, has been fully compensated by an increased local demand, owing to increased population and surroundings.

Wheat. The wheat market, usually replete with excitement, has this year been notably tame and uninteresting. The receipts averaged higher than in 1888, owing to better and fuller crops. Local prices averaged lower on a large supply, the average being 3*s.* 7*d.* per bushel, with little variety in rise or fall. It has been stated that, after deducting an estimate for home consumption, there would be left a surplus sufficient to permit an export of 50 per cent. more of wheat and flour than was possible during the last year. Prices fluctuated from the lowest—3*s.* 1*d.* per bushel—to the highest—4*s.* 6*d.*—at a general average of 3*s.* 6½*d.* per bushel, as against a lowest of 2*s.* 11*d.*, a highest of 8*s.* 4*d.*, and a general average of 3*s.* 9½*d.* per bushel in 1888.

Wheat in the north-west. Towards the close of the year it was reckoned that there were in the north-west country elevators, in Minnesota, North and South Dakota an aggregate of 9,904,000 bushels of wheat in first class order and ready to ship. The shipments to Canada in 1889 amounted to 586,596 bushels, at a value of 97,955*l.* 10*s.*

Corn. The same remarks may be applied to the corn market, which was unusually tame and quiet. Most of the time the speculative part of the market was simply a local "scalp," even the selling by receivers for future delivery from the country being to the men who buy or sell from one day to another without any intention of carrying. The through shipments of corn were enormous and chiefly consigned to Canadian points. Prices varied from the lowest 1*s.* 2*d.* to the highest 2*s.* 6½*d.*, at a general average of 1*s.* 5*d.* per bushel, against a lowest of 1*s.* 4*d.*, a highest of 2*s.* 6*d.* and an average of 1*s.* 9*d.* in 1888. The shipments of corn to Canada in 1889 amounted to 5,540,524 bushels representing a value of 391,054*l.*

Live stock. Chicago can fully deserve its title as being the largest cattle market in the world, over 11,000,000 food animals having been received during the year 1889. This business has been undeniably

a good one both for producer and consumer, being based on a cash payment system, and with a rule closely adhered to, that each day's supply of hogs, sheep, and cattle (amounting to thousands) should be sold and paid for within a few hours of unloading. Prices were certainly low, but abundance of cheap food made up a good balance. Prices varied little, seldom exceeding 5*d.* to 10*d.*, and though values were low a ready market was found. At first beeves were selling at 1*l.* 0*s.* 7½*d.* to 1*l.* 1*s.* 10*d.*, but this price, owing to the enormous number on hand, soon decreased to 17*s.* 6*d.* and 17*s.* 11*d.* for the best offered, to 12*s.* 6*d.* and 14*s.* 7*d.* for ordinary native steers. Large numbers of Texas cattle arrived, and at a low average of 9*s.* 4½*d.* per head, met with a good sale. This class of cattle are carefully isolated at the stock yards, on account of the beeves being more or less affected with Texas fever, and to prevent contagion. Cattle.

The market was active and satisfactory throughout, despite certain districts having suffered, as commonly is the case, from hog cholera. The supply seemed unlimited, and prices fluctuated from 1*l.* 0*s.* 7½d. and 1*l.* 1*s.* 8*d.* in January, to 19*s.* 2*d.* and 18*s.* 6½*d.* in midsummer. The following table shows the number of hogs slaughtered in 1889 and 1888, and the value of the product:— Hogs.

1889.			1888.		
Number Slaughtered.	Value of Animals.	Value of Product.	Number Slaughtered.	Value of Animals.	Value of Product.
	£	£		£	£
4,060,000	9,055,680	10,319,588	3,157,500	8,443,300	9,587,630

The number of cattle killed in Chicago during 1889 was about 1,772,000 head. The following table will show the amount of capital invested and the value of product for the last two years:— Packing of cattle.

1889.			1888.		
Capital.	Wages Paid.	Value of Product.	Capital.	Wages Paid.	Value o Product.
£	£	£	£	£	£
2,886,600	2,742,270	23,092,780	2,886,600	2,577,320	22,165,000

This year has been a notable one in the iron and steel business. Up to the middle of the year steel rails were quoted at 5*l.* 7*s.* 8*d.*, but soon rose to 7*l.* 8*s.* 5*d.*, maintaining an average for the year of about 6*l.* 0*s.* 2*d.* per ton. Iron and steel

In May last the North Chicago Rolling-mills, the Union, and the Joliet Steel Companies were amalgamated into one company known as the Illinois Steel Company.

This company produced as its output for the year 1889, 466,000 tons of pig-iron, 460,147 tons of steel rails, 43,488 tons of wire rods, 4,030 tons of beams and slabs, 18,031 tons of spiegel and ferromanganese, and 50,289 tons of billets.

Labour question.

No labour troubles were experienced, and wages remained normal. It is reported that this company will expend some 800,000*l.* during the next 18 months in the construction of four additional blast furnaces at South Chicago, new buildings, and blast furnaces at Jolict, and other works.

Post-office.

This year no official return has been published by the Post-office. It was found, when the new administration came into power, that the returns of the previous year were represented as entirely out of proportion, and in consequence no comparison could be made. A practical enquiry has proved that a considerable increase has taken place in the number of letters handled, consequent upon increased population and business prosperity.

Legislation.

Little legislation has taken place.

In November the territories of Montana and Dakota were admitted into the union; the territory of Dakota being divided into two States known as North and South Dakota.

In June a Bill was passed in Illinois, and came into force July 1, whereby "no person acting for the State, or any municipality in the State, nor any contractor under any such municipality can under this Act employ other than native-born United States citizens, or those who have declared their bonâ fide intention to become United States citizens, when such employés are to be paid, wholly or in part, directly or indirectly, out of funds raised by taxation, and any such employer finding such other person in his employment is at once to discharge him."

Annex A.—Return of Principal Articles of Direct Export by Lake from Chicago during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value	Quantity.	Value
			£		£
Wheat	Bushels	586,596	104,108	269,279	45,799
Corn	,,	5,540,524	415,617	2,667,576	261,331
Oats	,,	131,949	6,940	9,437	492
Flour	Barrels ...	15,962	16,032	4,565	3,362
Cornmeal	,, ...	1,925	835	902	...
Pork	Pounds ...	3,748,520	28,514	...	...
,, ...	Barrels ...	...	...	2,414	7,035
Lard	Pounds ...	12,560	191	112,120	2,141
Cured meats	,, ...	14,880	185	43,294	737
Other articles	Packages	2,651	1,579	623	1,004
Total	..	...	573,001	...	...

Exchange is calculated at the rate of 4 dol. 85 c. = 1*l.*

Annex B.—Return of Principal Articles of Import to Chicago during the Years 1889–88.

Articles.	Value.	
	1889.	1888.
	£	£
Free goods	496,257	512,132
China and glassware ..	106,836	90,440
Caustic soda	13,280	28,142
Cigars, tobacco, &c. ..	112,309	126,688
Dry goods	933,980	888,060
Iron, pig, manufacture of, and wire, &c.	22,656	20,593
Leather manufactures ..	61,285	51,683
Metal ,, ..	32,422	27,040
Musical instruments ..	39,704	47,343
Steel bars, bloom, &c. ..	310	6,100
Tin plate	296,925	319,332
Wines and liquors	67,381	62,774
Other articles (general) ..	601,673	498,739
Total	2,785,018	2,678,222

The amount of duty collected on the imports for the year 1889 amounted, in Chicago, to 1,040,984*l*. Exchange at the rate of 4 dol. 85 c. = 1*l*.

Annex C.—Return of all Shipping at the Port of Chicago during the Year 1889.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	171	51,170	79	53,301	250	104,471
American	4,403	1,174,240	5,149	3,243,175	9,552	4,417,415
Total	4,574	2,225,410	5,228	3,296,476	9,802	4,521,886
,, for the year preceding	5,396	1,356,988	5,593	3,036,780	10,989	4,393,768

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	413	128,536	148	97,014	561	225,550
American	4,308	1,129,027	5,154	3,274,607	9,462	4,403,634
Total	4,721	1,257,563	5,302	3,371,621	10,023	4,629,184
,, for the year preceding ...	5,522	1,398,516	5,584	3,088,382	11,106	4,486,898

St. Louis.

Mr. Vice-Consul Bascombe reports as follows:—

Trade growing.

The commercial growth of the city has been steady, and generally satisfactory.

The business transacted through the exchanges, custom-house, post-office, and bank clearings has shown a gratifying increase. The change in the political control of the Government under the present Administration inaugurated in March last gives assurance that no very marked modifications will be made in the tariff, although the matter is now before Congress.

The commodities handled on the exchanges show a gratifying increase over the previous year, attributable somewhat to the increased crops of wheat and corn in the territory from which St. Louis draws its supplies.

Grain receipts.

The grain and flour receipts, reduced to bushels, for the year 1889 were 68,466,596 bushels, against 51,195,121 bushels received in 1888, an increase of 17,271,475 bushels.

Flour manufactured in the city.

St. Louis is credited with the second largest output of flour manufactured in the United States, being for the year 1889 2,066,442 barrels, an increase over the previous year of 49,833 barrels, there being 2,016,619 barrels manufactured in 1888.

Flour including country mills.

The amount of flour manufactured and handled in the exchange, including that manufactured by members of the exchange in country mills, amounted to 3,181,591 barrels in 1889, against 3,046,055 barrels in 1888, and the total amount handled by millers and dealers was 4,249,264 barrels.

Cotton.

The receipts of cotton for the season of 1889 amounted to 544,189 bales, against 521,156 bales in 1888, an increase of 23,033 bales for the year.

Grain to Europe.

The shipments of grain to Europe, viâ the Mississippi river to New Orleans, were, with the exception of the year 1880, the largest since the export trade was inaugurated, the shipments of corn being by far the largest ever made. The amount forwarded for export during the year was 1,672,361 bushels of wheat, and 13,315,952 bushels of corn.

Provisions.

The business in provisions has also increased largely during the year. The total of hog product amounted to 314,810,493 lbs. shipped during 1889, against 246,238,457 lbs. in 1888, an increase of 68,572,036 lbs. for the year.

Live stock.

In live stock the receipts were 2,065,719 head in 1889, and 1,991,232 head in 1888, an increase of 74,487 head.

The receipts of wool in 1889 were 21,018,920 lbs., against 19,626,629 lbs. the previous year.

Groceries and dry goods.

The wholesale grocery and dry goods merchants all claim an increased business in their lines.

Boots and shoes.

Notably the boot and shoe trade has made rapid progress in the manufacture of their line of goods. There are 22 manufactories, and the output for the year was nearly 1,400,000*l.*

Drugs.

Although the leading drug establishment was burned in January, 1889, St. Louis still holds a position as one of the leading markets of the country.

St. Louis is still prominent as a hardware market, and the business in this line has been more extensive than ever, reaching to the very centres of iron and steel industries. Hardware.

The same may be said of the woodenware and saddlery lines of trade in which the city is prominent. Woodenware.

St. Louis has for several years held the foremost place and is said to be the largest manufacturer of tobacco in the world, the output exceeding any of the eastern cities, the receipts of tobacco for 1889 being 38,082 hogsheads against 27,140 hogsheads in 1888, an increase of 10,942 hogsheads during the year. The capital of one of the tobacco factories is 120,000*l.*, the number of hands employed in its factory is 1,500. In 1889 the company sold 22,000,000 lbs. of tobacco. Tobacco.

The largest brewery in the world is situated in St. Louis. It would form a village by itself. Its buildings and yards occupy forty-five blocks. The wages of its 2,000 workmen are 600*l.* per day. The capital of the company is 1,000,000*l.* In 1889 the product was 25,000,000 gallons of beer, worth about 800,000*l.* Outside of the two largest breweries nearly all the rest are said to be controlled by an English syndicate, who have purchased a majority of the shares at an expense of about 140,000*l.* Breweries.

There are over 30 shoe factories, and 3 large stove factories, one of which has a capital of 200,000*l.*—the works cover 4 acres. The number of workmen is about 500, whose wages average 200*l.* a day. 600 tons of iron used and manufactured into 40,000 stoves, the aggregate value of which is 200,000*l.* Shoe factories

The largest foundry has a capital of 250,000*l.*, employs 700 men at an average of 85,000*l.* per annum. The annual consumption of material is 1,250 tons of wrought iron, and 60,000 tons of cast-iron. Foundries.

The largest range and furnace company has a capital of 100,000*l.*, 300 workmen employed at a weekly wage of 660*l.* It turns out about 30,000 ranges annually, at a cost of 400,000*l.* The new waterworks, now under construction, will cost 600,000*l.*, and will supply the city with over 100,000,000 gallons of water a day. Ranges and furnaces.

The new bridge across the Mississippi river with its approaches and terminal railway, to connect with all the lines entering the city and the Union Depot, will cost about 1,200,000*l.*, and is expected to be ready for use in a few months—the bridge proper being already completed. New bridge.

The present terminals of the old or Eads Bridge have projected improvements to cost about 1,400,000*l.*, of which 400,000*l.* is to be spent in the erection of a grand central station or depot. Eads Bridge.

The export trade of an interior city is not easily defined, as while a large portion is shipped direct on through bills of lading, a large portion oftentimes is billed to the seaboard, and foreign freight arrangements are made there. Export of flour viâ Atlantic ports.

The amount of flour shipped from St. Louis direct on through bills of lading was 388,128 barrels. This in an increase over the previous year, but does not give a proper idea of the export trade

of the city, as a large amount was shipped to the care of eastern forwarders in order to have the necessary consular and other papers perfected, and a considerable quantity was shipped from interior towns for account by St. Louis millers and dealers to save freight.

British provinces.

The trade with the British provinces has been small.

South and Central America. European trade.

The trade with South and Central America has increased. The European trade has been quite large, but not up to expectations, in view of the quantity and superior quality of the wheat crops.

Stock flour at end of year.

The stock of flour at the close of the year was less than 100,000 barrels. Prices have steadily declined during the year.

Foreign shipments of flour from St. Louis, viâ Atlantic seaports:—

Destination.	1889.	1888.
England	94,576	65,631
Scotland	137,385	59,705
Ireland	56,798	2,422
Germany	..	..
France	..	..
Holland	11,858	137
Belgium	24,719	..
South America	318	405
Mexico	102	..
Portugal	3,825	2,475
Canada	49,602	110,335
Cuba	8,440	12,147
Seaboard for export ..	..	300

NOTE.—Nearly all the above was shipped in sacks of various weights and is reduced to barrels for convenience of calculation.

Freight on grain to New Orleans.

AVERAGE Rates of Freight on Bulk Grain to New Orleans.

Month.	1888.	1889.
	Cents.	Cents.
January	7	7
February	7	7
March	7	6
April	5	5½
May	5	5
June	5	5
July	5	5
August	5½	5½
September	6	6
October	6½	6
November	6½	6½
December	7¼	7

District assessed valuations, real and personal.

The State of Missouri, which comprises my district, except Jackson county, has 116 counties, with an assessed value, excepting railways, real estate at 111,704,509*l.*, personal property at

38,320,918*l.*, total 150,026,227*l.* Railways, bridges, and telegraph lines are assessed at 11,484,064*l.* Total assessed wealth of the State is 161,510,292*l.*

The city of St. Louis for the last five years has greatly improved in its structures and streets. The annual number of new structures is about 2,500. The appraised cost of the new buildings erected in 1889 was nearly 2,000,000*l.*, and their real value much greater. In 1888 the taxable property of the city was 32,000,000*l.*, and in 1889 it was 46,000,000*l.* One indication of the growth of a city is shown by the business of the banking clearing-house.

Bank clearings.

The clearings for 1889 reached the sum of 197,504,525*l.*, the largest since the organisation of the clearing-house, and an increase of 96·10 per cent. over the previous year.

Banking capital.

The capital and surplus of the 21 banks increased from 3,092,173*l.* in 1888, to 3,763,643*l.* in 1889, and the proposed increase of capital of one bank, and new one to be opened March 1, will increase the banking capital to 4,000,000*l.*

Post-office.

The post-office statistics given on another page show a large increase in all departments.

Traffic.

The year 1889 was favourable for transportation, the river being open to New Orleans all winter.

River transportation.

The business of the rivers, as shown by the tonnage carried, compares with the previous year as follows:—

	1889.	1888.
	Tons.	Tons.
Received by steamboats and barges..	543,900	597,955
„ „ rafts	127,695	130,855
Shipped by steamboats and barges ..	712,700	510,115
Total	1,384,385	1,238,925

The volume of business during the year was increased about 25 per cent. in package freights, on account of the low prices of produce and the increased demand at points along the Mississippi river.

Vessels enrolled at port.

Vessels enrolled at the port of St. Louis December 31, 1889.

	Number.	Tons.
Steamers	103	40,246
Barges	87	80,230
Total	193	120,476

Shipments of grain to New Orleans.

Shipments of bulk grain by barges to New Orleans during 1889:—

	Bushels.
Wheat	1,672,361
Corn	13,315,952
Oats	89,707
Total	15,078,020

	Tons.
Bulk grain	428,204
Other freight	78,105
Total	506,309

CLEARING-HOUSE Statement.—Business of the Year 1888 compared with 1889.

	Clearings.		Balances.	
	1888.	1889.	1888.	1889.
	£ s.	£ s.	£ s.	£ s.
January	14,697,809 0	16,839,960 16	2,242,658 8	2,416,305 0
February	14,736,449 4	14,500,197 12	3,139,162 0	2,569,116 16
March...	15,027,321 0	15,954,946 12	2,951,499 16	2,938,256 0
April	14,400,971 4	14,278,435 0	2,366,712 8	2,097,522 12
May	14,759,411 16	16,747,729 4	2,282,813 16	3,326,212 4
June	13,991,575 4	16,666,674 0	2,149,904 0	3,497,012 4
July	13,426,981 16	16,441,577 0	2,144,499 0	2,788,322 4
August	15,046,015 4	16,373,931 8	2,197,569 8	2,989,843 0
September	15,653,096 16	16,102,221 0	2,563,156 0	2,775,647 12
October	16,686,063 8	19,126,536 4	2,063,437 12	3,213,944 8
November	14,458,360 4	16,804,149 8	1,619,175 4	2,080,306 0
December	17,210,840 16	17,568,167 12	2,656,118 4	1,999,763 8
Aggregate... ...	180,094,975 12	197,504,525 16	28,376,705 16	32,692,251 8

Increase of clearings in 1889, 9·6 per cent., 17,409,550*l.* 4*s.*

The clearings of 1889 are the largest of any year since the opening of the clearing-house.

COMPARATIVE Business in Leading Articles at St. Louis, Mo., for 1888–89.

Articles.		1888.	1889.
Flour, amount manufactured	Barrels	2,016,619	2,066,442
„ „ handled	„	3,773,155	4,249,261
Wheat, total receipts	Bushels	13,010,108	13,810,591
Corn, „ „	„	20,269,499	34,299,781
Oats, „ „	„	10,456,760	11,347,340
Rye, „ „	„	421,514	679,364
Barley, „ „	„	3,044,961	3,070,807
All grain received (including wheat reduced to flour)	„	51,195,121	68,466,596
Cotton, receipts	Bales	521,156	544,189
Bagging, manufactured	Yards	12,000,000	13,000,000
Hay, receipts	Tons	107,884	166,346
Tobacco, receipts	Hogsheads	27,140	38,082
Lead, receipts in pigs	80 lb. pigs	1,853,781	2,018,483
Hog product, total shipments	Lbs.	246,238,457	314,810,593
Cattle, receipts	Head	546,875	508,190
Sheep, „	„	456,669	358,495
Hogs, „	„	929,230	1,120,930
Horses and mules, receipts	„	58,458	78,104
Lumber and logs, „	„	627,226,966	670,862,165
Shingles	Packages	66,285,500	111,080,500
Lath	„	14,650,317	21,386,350
Wool, total receipts	Lbs.	19,626,629	21,018,920
Hides, „ „	„	31,814,049	29,782,042
Sugar, received	„	138,561,200	150,262,050
Molasses, shipped	Gallons	3,807,070	2,131,080
Coffee, received	Bags	192,940	211,789
Rice, receipts	Packages	74,181	63,653
Coal, „	Bushels	67,676,875	65,403,025
Nails, „	Kegs	596,579	467,943
Potatoes, „	Bushels	1,219,893	992,919
Salt, „	Barrels	330,110	293,663
„ „	Sacks	24,649	21,319
„ „	Bushels, in bulk	254,700	304,080
Butter	Lbs.	11,109,733	12,822,101
Freight of all kinds received and shipped	Tons	13,455,760	14,909,443

CONDENSED Classification of Commodities Imported during the Years 1888-89, showing Values and Duty Paid.

Commodities.	1888.		1889.	
	Value.	Duties.	Value.	Duties.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Ale and beer	4,091 16 0	1,147 10 6	4,458 8 0	1,553 7 10
Anvils	3,056 4 0	968 13 6	3,686 8 0	1,162 1 9
Barley	69,346 0 0	9,112 17 4	37,749 0 0	5,791 4 10
Chemicals	13,572 16 0	5,594 0 7	7,901 16 0	2,419 19 6
China and earthenware ...	24,716 4 0	13,923 5 0	31,034 0 0	17,710 2 10
Cutlery...	19,765 12 0	9,295 8 0	21,335 0 0	10,559 12 10
Free goods	53,445 16 0	...	60,231 8 0	...
Glass and glassware	19,845 16 0	10,587 2 7	11,157 0 0	6,569 19 8
Guns and firearms	17,533 4 0	5,323 17 3	18,143 12 0	6,957 18 5
Hops	19,537 0 0	5,786 5 10	25,008 12 0	6,957 18 5
Manufacture of cotton ...	36,454 2 0	15,354 3 10	41,421 16 0	18,860 0 1
,, iron and steel	139,474 4 0	53,586 0 0	30,790 12 0	14,089 4 8
,, wool	30,289 8 0	20,888 9 10	21,900 0 0	19,514 6 10
Rice, granulated	45,153 8 0	9,030 13 10	25,637 12 0	5,341 12 0
Sugar	62,944 0 0	45,425 1 10	Refinery closed.	
Tobacco, cigars, and cigarettes	24,769 16 0	31,496 14 6	26,222 4 0	30,716 0 0
Wines and liquors	16,084 16 0	10,571 10 2	26,317 12 0	13,057 12 4
Liquors, reimported	13,510 12 0	12,012 10 6	...	...
Miscellaneous	101,631 0 0	30,981 13 7	256,843 0 0	82,497 2 10
Total	715,222 4 0	291,085 18 8	649,838 0 0	242,540 10 1

NOTE.—For convenience the above values are computed at 5 dols. to the *l.* sterling.

GENERAL Merchandise Imported into St. Louis through following Ports of Entry during 1889, showing Foreign Value and Estimated Duty.

Ports.	Foreign Value.	Duties.
	£	£
Baltimore	74,825	29,931
Boston	10,110	4,044
Detroit	32,167	12,867
Laredo	26,022	113
New Orleans	79,953	41,983
New York	254,019	94,547
Philadelphia	109,250	51,700
Portland	11,254	4,501
Port Huron	31,827	12,731
San Francisco	186	56
St. Paul	134	33
Port Townsend	79	31
Total	629,831	242,537

Internal Revenue Collections.

Designation.	1888.	1889.
	£	£
Lists (chiefly banks) ..	140	259
Spirit stamps	267,082	277,089
Tobacco	640,148	719,434
Cigars	28,376	28,839
Snuff	809	629
Beer	275,885	297,520
Special tax	28,286	29,670
Total	1,240,726	1,353,440
Increase during the year	..	112,714

Note.—There is a Bill pending in Congress to take off the tax on tobacco.

Post-office statistics.

The following increase in the business of the Post-office for the past year, 1889, has been observed:—

	Increase.
Number of letter carriers	12
„ „ registered letters	11,328
„ „ mail letters	1,892,824
„ „ postal cards	8,533
„ „ local letters	485,277
„ „ „ postal cards	46,969
„ „ papers and circulars delivered by carriers ..	1,559,182
„ „ letters collected by carriers	15,020,981
„ „ postal cards collected by carriers	8,158,854
„ „ papers and circulars collected by carriers ..	3,684,828
Postage on drop matter	2,719

St. Paul.

Mr. Vice-Consul Morphy reports as follows:—

In many respects the past year was one which will occupy a prominent place in the history of the north-west. The vast strides made in the development of industries, the growth of population, and the material wealth of the country indicate an era of progress in respect of which the people may justly congratulate themselves. True, there was in some districts of North Dakota and South Dakota a partial failure of crops, but in Minnesota they have been good, and any fears of disastrous results to commerce, which may have been entertained in some quarters, were quickly dispelled.

General improvement in the cities of St. Paul and Minneapolis.

The records of the cities of St. Paul and Minneapolis show a marked degree of improvement. The amount expended on buildings was in excess of that of any other season, and real estate, though not remarkably active, records the greatest volume of business it has ever shown.

Bank clearings in St. Paul and Minneapolis.

Bank clearings exhibit a satisfactory increase over the previous year. In St. Paul they amounted to 209,409,381 dol. 3 c. as against 194,913,011 dol. 43 c. the year before. In Minneapolis the clearings were, in 1889, 239,707,573 dol.; in 1888, 215,626,250 dol. In St. Paul there are 14 banks with a total capital of 9,167,996 dol. 78 c., including surplus and undivided profits of 2,267,996 dol. 78 c. In Minneapolis the banking capital increased 360,000 dol., and now aggregates 7,220,000 dol., with a surplus of 878,500 dol., and undivided profits 704,300 dol.

A tabular statement of some of the principal items in connection with the trade and development of these cities is here given :—

Tabular statement of the principal items in connection with the trade and development of St. Paul.

Items.		ST. PAUL. Number.
Population		211,000
Jobbing trade	Dollars ..	109,898,367
Manufacturing	„ ..	43,744,729
Bank clearings	„ ..	209,409,381
Imported goods..	„ ..	1,098,849
Post-office business	„ ..	4,730,511
Assessed valuation taxable property	„ ..	127,669,159
Real estate transferred.. ..	„ ..	22,755,608
U.S. Internal Revenue.. ..	„ ..	2,804,338
Cost of public works	„ ..	2,310,633
Street railways, horse, cable and electric	Miles ..	65
Total graded streets	„ ..	439
„ paved „	„ ..	39
Area of city	Acres ..	35,483
Length of city east and west ..	Miles ..	10
Width of city north and south	„ ..	5
Daily passenger trains in and out	..	275
Daily U.S. Mail..	Tons ..	90

Statistics of health department of St. Paul.

Statistics of the health department show the annual death rate of St. Paul to be 9·90 per 1,000 inhabitants, as against a rate of 11·80 for the year 1888. This is believed to be the lowest rate of any city of 200,000 inhabitants in the country. There was a total of 3,160 births, and 1,760 deaths, as against 3,342 births and 2,078 deaths in 1888.

Cost of year's building in St. Paul.

The cost of the year's building reached the sum of 7,939,493 dol., devoted largely to the erection of residences.

St. Paul waterworks.

One of the most important branches of the city departments is the waterworks. There has been laid, during the past year, 36 miles of pipe, making the total miles now laid 166½. During the year extensions have been made in the watersheds drained from 40 square miles, with a daily supply of 8,000,000 gallons, to 224 square miles, with an estimated daily supply of 44,000,000 gallons. About 21 miles of extensions are contemplated during the coming year.

In the matter of bridges the city has expended 530,000 dol. during the year. Bridges.

The record of losses by fire during the year has been unprecedentedly light, aggregating 285,340 dol. 54 c., as against 777,515 dol. 45 c. the previous year. Losses by fire.

Liquor licenses last year numbered 384, from which the receipts were as many thousand dollars. About 50 of those whose licenses have recently expired failed to have them renewed owing to the high tariff. Liquor licenses.

The total bonded indebtedness of the city is 7,000,000 dol.; total assets, 9,000,000 dol. Bonded indebtedness.

The custom duties collected at St. Paul last year amounted to 229,386 dol. 12 c., an increase of 51,699 dol. 23 c. over 1888. There was collected from all sources in the district of Minnesota outside of St. Paul 252,895 dol. 35 c., an increase of 41,967 dol. 35 c. over the previous year. The value of dutiable imports for the past year was 726,477 dol., free goods 372,372 dol. The value of domestic exports for the year was 1,406,479 dol., an increase of 430,000 dol. over the previous year. Custom duties collected.

Minneapolis.

Tabular statement of the principal items in connection with the trade and development of Minneapolis.

Items.		Number.
Population, estimated	..	225,000
Assessed valuation	Dollars	130,065,147
Bonded debt	„	6,486,300
Banking capital	„	7,220,000
Bank clearings	„	239,707,573
Jobbing trade	„	173,210,600
Jobbing capital	„	22,834,500
Manufactures	„	62,386,050
Retail firms, capital	„	1,967,775
Real estate transfers	„	49,559,160
Wheat consumed by home mills	Bushels	30,000,000
Wheat shipments	„	12,603,970
Flour „	Barrels	6,096,411
Lumber, cut	Feet	275,855,648
Logs, scaled	„	233,002,780
Annual capacity of mills	„	500,000,000
Square miles in city	..	53½
Miles of streets	..	788
Miles of water mains	..	142

All in all, the record for Minneapolis is quite satisfactory, and the prospect of work to be done has a promise of better things and an elarged field of operations that will bring a more bountiful return than the rich rewards of the past. Several of the great flouring mills have been improved by the introduction of new machinery, and the total capacity of all the mills is now 38,575 barrels daily. The recent sale of the Pillsbury and Washburn mills to an English syndicate will, it is said, in no way affect the policy of their management. General record of Minneapolis. Purchase of mills by English syndicate.

Wheat production in Minnesota and Dakota.

The wheat production in Minnesota and Dakota last year was about 90,000,000 bushels; in 1888 it was 75,000,000 bushels; and in 1887, 95,000,000 bushels.

Educational interests

Educational interests continue to receive very earnest attention. A magnificent building for the public library in Minneapolis has recently been completed, and formally opened, and an edifice for a like purpose is contemplated in St. Paul. The libraries in both cities have received many additions during the year.

Two new States formed out of Territory of Dakota.

Two States were newly created out of what was formerly the Territory of Dakota, called North Dakota and South Dakota. Since the Bill making them States passed the United States Congress the work of organisation has gone forward rapidly at their respective capitals, and their legislatures are doing much for the interests of the people.

Opening of Indian reservation.

By the proclamation of the President a large section of land in South Dakota, heretofore occupied as an Indian reservation, was a few weeks ago thrown open for settlement, and hundreds of people at once hastened to avail themselves of this opportunity of securing homesteads in a country towards which they had long looked with envious eyes.

Meeker Water Power.

An extensive scheme is now under way, with every prospect of being carried through to completion, for the utilisation of what is known as the Meeker Water Power, an event which will give an almost inconceivable impetus to the manufacturing and other industries here.

Alien Act amended.

The Alien Act was amended at the last session of the legislature of the State of Minnesota by Chapter 113 of the General Laws for 1889, allowing aliens to acquire lots or parcels of land not exceeding six lots of 50 feet frontage, by 300 feet in depth each, or, in lieu thereof, a parcel or trace of land of equal size within and forming a part of the platted portion of any incorporated city in the State. The Act, as a whole, is unpopular, and there is every reason to believe it will be repealed at the next session of the legislature.

Denver.

Mr. Vice-Consul Pearce reports as follows :—

It will be seen from the statement which I have the honour to submit, that the State of Colorado has during the year 1889 shown unprecedented prosperity.

Population.

The population of Denver, the most important city in the State, shows an increase of 55,000, or from 95,000 in 1888 to 150,000 in 1889.

Value of new buildings.

The value of new buildings erected in Denver during the year amounts to the sum of 2,600,000*l.*; of this amount over 800,000*l.* was expended in the construction of large business blocks in the most important business centres of the city.

Transactions in real estate.

The transactions in real estate is said to represent the enormous sum of 12,078,419*l.*, an increase of 3,690,512*l.* over the previous year.

The records of the clearing-house show a total of 38,951,929*l.*, an increase of 45·5 per cent. over 1888. Clearing-house records.

This increased prosperity may be said to be prevalent throughout the State generally, as we find from reliable figures that the value of taxable property in the State has increased 500,000*l.* during the year. Value of taxable property.

Denver has received no small attention by parties interested in manufacturing, for it is found that these interests show a value during 1889 of about 6,000,000*l.*, or a gain of 36 per cent. over the previous year. Manufacturing.

One important feature during the year which has benefitted Denver perhaps more than any other of its numerous enterprises, is the construction of improved facilities for transportation. The old horse car was found to be too small for the requirements of the city, and 21 miles of cable railway has been constructed and equipped during the year. Cable railways.

There are now two distinct corporations holding franchises for cable railways in Denver: the Denver City Cable Railway Company, and the Denver Tramway Company. The former company at the present time represents 12 miles of double track cable road, the total cost of which, together with the necessary machinery, is estimated at 400,000*l.* The motive power is produced from two engines, each of 750 horse-power. 30 miles of rope is now in use, and this will be increased during the present year. This company also operates about 48 miles of single horse car track, a portion of which is used as feeders to the cable lines. The lines run about 10,000 car miles a day, and the horse lines about 5,400.

The Denver Tramway Company is a comparatively new organisation, and is composed entirely of Denver capitalists. This Company has constructed nine miles of double track cable road, which, together with their buildings and machinery, cost 140,000*l.* They have in operation one main and three branch lines. On the main line cars run every minute, and on the branches every three minutes, 19 hours a day; at a speed of eight miles an hour on the main line, and 12 miles on the branches.

This Company has also added to its plant four miles of single track electric road beginning at the terminus of one of their branch lines. This electric road cost 20,000*l.* The cars run at a speed of 18 miles to 20 miles an hour.

These two extensive systems of rapid transit running through the principal thoroughfares of the city, and reaching out as they do beyond the city limits in all directions, have been the means of building up the outlying districts, and enhancing the value of property to a remarkable degree.

The latest addition to the large amount of English capital invested in Denver and the State is the purchase of the two principal breweries by English capitalists, the consideration being 425,000*l.* These breweries produce annually 125,000 barrels of beer, of 32 gallons each, which, at 2*l.* per barrel, the selling price, realises the sum of 250,000*l.* The capital stock is 600,000*l.* English capital.

Water companies.

A new water company has been organised, called the Citizens' Water Company, with a capital of 600,000*l.* Their supply of water will be drawn from the Platte river, about 25 miles from Denver. They have already completed the necessary arrangements at this point, and the work of laying pipes to the city will soon commence.

Railroads.

There has been no increase in railroad mileage during the year, but the Denver and Rio Grande Railway Company are rapidly pushing the work of widening their tracks to standard gauge, this, when completed, will make a new broad gauge system to the Pacific Coast.

An event of great importance to Denver, in connection with railroads, is the consolidation, recently consummated, of the Union Pacific Railway Company, with the Denver, Texas, and Fortworth Railroad Company. This gives a direct outlet for the great Union Pacific system to the Gulf of Mexico.

This new arrangement has made it necessary to make Denver the principal headquarters of the consolidated roads; and as a result of this combination, it has been determined to construct extensive railway repair shops in Denver, at an estimated cost of 200,000*l.* These shops will give employment to about 1,000 men.

Mining.

The total production of gold, silver, lead, and copper, during the year of 1889, from figures which I have been able to obtain from different sources, would appear to show an increase of 1,297,976*l.* over the previous year. The value of the entire product is estimated as follows:—

	£
Silver	3,868,367
Gold	1,733,040
Lead	1,064,000
Copper	72,000
Total	6,787,407

Coal.

Through the kindness of Mr. McNeil, State Inspector of Coal Mines, I have been able to give a statement showing the total production of coal for 1889, from the different counties in the State, together with a table showing the increase and decrease in the product of the several counties. I also append a statement showing the coal production for each year, from 1873 to 1889 inclusive.

It will be seen from these figures that the coal mining industry of Colorado is growing rapidly, and represents no small proportion of the value of the products of the State.

If we estimate the value of the coal output of the State on the same basis as that given in my last report, viz., 9*s.* 2*d.* per ton, we have a total value of 1,088,062*l.*

PRODUCTION of Coal by Counties in Colorado for the Year ending December 31, 1889. The month of December is partly estimated.

Counties.	Tons of 2,000 lbs.	Increase.	Decrease.
Arapahoe	900	..	600
Boulder	297,793	..	17,362
Douglas	300	..	..
Dolores	..	..	..
El Paso	54,066	9,952	..
Fremont	279,855	..	158,943
Gunnison	251,808	..	6,566
Garfield	144,627	29,627	..
Huerfano	309,023	149,413	..
Jefferson	6,600	..	2,400
Las Animas	876,990	170,535	..
La Plata	32,630	..	995
Mesa	..	..	300
Park	47,005	417	..
Pitkin	46,181	18,068	..
Weld	26,176	..	1,878
Total	2,373,954	..	..

Output for 1888, 2,185,477 tons; output for 1889, 2,373,954 tons; being an increase over 1888 of 188,477 tons.

COKE Manufactured during 1889.

Counties.	Tons of 2,000 lbs.	Increase.	Decrease.
Gunnison	42,858	2,158	..
Las Animas ..	119,436	..	1,298
Pitkin	22,125	6,125	..
Garfield	500	500	..
Total	184,919	..	..

The above increase and decrease of the coke production is in comparing 1888 with 1889.

The following is a summary of the coal statistics for a number of years :—

Year.	Tons.
1873..	69,977
1874..	87,372
1875..	98,838
1876..	117,666
1877..	160,000
1878..	200,630
1879..	322,732
1880..	375,000
1881..	706,744
1882..	1,061,479
1883..	1,220,593
1884..	1,130,024
1885..	1,398,796
1886..	1,436,211
1887..	1,791,735
1888..	2,185,477
1889..	2,373,954

Petroleum.

There has been no increase in the output of the oil wells near Florence, in Fremont county, the only developed oil region in the State. This is not due to a lack of oil, but to certain restrictions in the sale of the product, which are imposed by the Standard Oil Company.

Imports.

Through the kindness of Mr. J. H. P. Voorhies, collector of customs at this port, I am able to send a list showing the value of the principal articles of import from Great Britain to Denver for 1889. It will be seen from this statement that the value of the imports has more than doubled during the year. This, in all probability, is due to the general prosperity of the State, and also to the geographical position of Denver as a distributing point.

The recent connection with the Atlantic seaboard and Europe by the Denver and Gulf Railway, and the Harrison Steamship Line, has given Denver many advantages which heretofore it did not possess. This direct connection with New Orleans, or Galveston, affords a saving in distance as against New York, or any of the Atlantic ports, of 900 miles; this, of course, reduces materially the cost of transportation, and enables Denver merchants to compete with Chicago, St. Louis, and New York.

The following is a record of imports from Great Britain for the past four years :—

	1886.			1887.			1888.			1889.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Total value	3,201	0	0	5,043	12	0	8,109	12	0	17,585	7	0

RETURN of the Principal Articles of Import to Denver during the Year 1889.

	£	s.	d.
Ale and porter	250	15	0
Articles for use of churches and colleges	385	12	0
Books for public library	159	11	0
Bicycles, and parts of	44	16	0
Biscuits	16	1	0
Caustic soda	647	6	0
Earthenware	941	18	0
Furniture, finished	218	0	0
Gloves, kid or leather	30	12	0
Garden and other seeds	133	1	0
Household and personal effects	985	11	0
Hats	179	11	0
Jewellery	7	14	0
Manufactured silk	263	18	0
„ cotton	229	3	0
„ wool cloths	2,901	5	0
„ „ clothing	282	18	0
„ „ „ and gentlemen's goods	1,720	8	0
„ carpets	330	9	0
„ glass	135	18	0
„ ivory	31	15	0
„ metal	168	5	0
Oil paintings	486	13	0
Precious stones	4,061	17	0
Paints	194	12	0
Pickles	178	3	0
Port wine	28	4	0
Saddlery	78	2	0
Tin plates	2,167	9	0
Varnish	121	15	0
Whiskey	64	9	0
Miscellaneous articles	139	16	0
Total	17,585	7	0

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By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 6 | 90—H & S 927)

FOREIGN OFFICE.

1890.

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No. 747.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1889

ON THE

TRADE OF THE DISTRICT OF THE CONSULATE-GENERAL OF NEW YORK.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 545.

Presented to both Houses of Parliament by Command of Her Majesty,
JULY, 1890.

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BY HARRISON AND SONS, ST. MARTIN'S LANE,
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1890.

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UNITED STATES.

NEW YORK.

Consul-General Booker to the Marquis of Salisbury.

My Lord, *New York, April* 23, 1890.

I HAVE the honour to transmit, herewith, my Annual Report upon the Trade of New York, with some information in regard to other parts of my Consular district.

I am precluded from giving a good deal of information which would be interesting from the unusual delay in publishing the Reports of State Departments.

I have, &c.

Signed WM. LANE BOOKER.

Annual Trade Report for the Year 1889.

General review of trade.

The trade of this port in 1889 was beyond the average of recent years, and it was entirely without inflation. The demand from the interior was to meet the actual requirements of the section of country drawing supplies from this city. Some of the jobbers complain that the profits grow smaller year by year, and attribute it to a disposition in the larger cities to combine various branches of business and thus crowd out the smaller retailers; be this so or not the prosperity in commercial circles has been very noticeable, in fact, excluding those engaged in the woollen and coal trades, all classes appear to have been fairly well satisfied with the result of their year's transactions. With this generally prosperous condition of things, it is somewhat remarkable to find but a very small falling-off in the number of failures, shown elsewhere; the liabilities are in fact heavier than in 1888, but this is due to a few failures with unusually large liabilities. The increased volume of trade is shown by the clearing-house returns of the New York city banks which, eliminating what come under stock transactions, exceeded those of 1888 by 24 per cent.

The total clearings were 7,394,271,543*l.*, of which 2,280,893,851*l.* represented stock transactions. The clearings in New York were 64 per cent. of those of the whole country, *i.e.*, the clearings of the cities having clearing-houses. The dispersion of money for

railroad construction has been much less than in 1888, and very much less than in 1887, when there were constructed 13,000 miles of roads against about 7,000 in 1888, and 5,000 in the one under review. The construction in 1889 was almost entirely in branches connected with main lines, and in this State only 158 miles were built.

Imports of merchandise (excluding specie) exceeded those of 1888 by 6,295,100*l.*, and exports by 9,473,956*l.*; customs receipts at this port in 1889 were 30,420,610*l.*, a gain on 1888 of 3·52 per cent. The value of all dry goods marketed, that is, entered for consumption, and withdrawn from bonded warehouse was 28,004,526*l.*, about 2,170,000*l.* more than in 1888. The gross and the net earnings of railroads have been far in excess of 1888, and dividends have in many instances been increased. The coal roads have been almost the only exception to the general prosperity. The report of the New York Railway Commissioner shows an increase in the gross earnings of the railroads of the State of about 3,000,000*l.* over those of 1888, the net earnings of about 2,700,000*l.*, and in dividends 825,730*l.*

The money market showed important changes at different periods both in the demand for money, and in the rates of interest. In the first quarter call loans ranged from 1½ to 5 per cent., and first-class commercial paper 4 to 5 per cent.; in the second quarter call loans from 2 to 6 per cent., commercial paper 3½ to 4¾ per cent.; in the third quarter call loans 2 to 8 per cent., commercial paper 3½ to 6 per cent.; and in the last quarter call loans ranged all the way from 1½ to 12 per cent., and commercial paper 5½ to 6½ per cent.

There was at times during this quarter considerable stringency in money, arising mainly from the heavy demand from the west and south for crop movements.

Bank returns.

The condition of the associated banks of the city at different periods of the year is shown in the following table:—

ASSOCIATED Banks of New York City.

	Average Amount of					
	Loans.	Specie.	Legal Tenders.	Deposits.	Circulation.	Surplus over Reserve required against Deposits.
	£	£	£	£	£	£
January 5	80,820,165	15,868,695	6,701,118	84,236,778	999,203	1,510,620
March 31	86,730,780	16,587,470	7,088,995	90,214,960	884,338	1,122,725
June 29	85,996,410	14,896,355	9,327,990	90,641,380	813,165	1,564,000
September 28 ...	84,318,210	14,332,244	7,352,717	85,968,785	813,310	192,765
December 28 ...	81,320,930	15,565,505	5,385,066	82,136,423	768,658	416,465

Banking report.

The Annual report of the Superintendent of the State banking department for the fiscal year ending September 30, 1889, has been presented to the Legislature, and from it I extract the following items of interest:—22 new State banks were authorised to do

business during the year, with a total capital of 551,050*l.*; four of these, with a capital of 185,400*l.*, are located in this city; and six, with a capital of 123,600*l.*, at Brooklyn. Three of the 22 were converted from the national system. In 1879 there were 73 State banks, with 17,858,795*l.* total resources. Last year there were 149, with 5,050,376*l.* total resources.

Four new Trust Companies were authorised to do business during the year, two in New York city, and two in Brooklyn, with an aggregate capital of 515,000*l.* There are altogether under the supervision of the State banking department 30 Trust Companies and miscellaneous corporations, of which 21 are in this city, with a capital of 4,089,100*l.*, and 6 in Brooklyn, with a capital of 721,000*l.* The savings banks of this city generally paid 3½ per cent. interest, a few paying 4 per cent. The following gives the rates of bankers' sterling exchange during the year 1889:— Sterling exchange.

Month.		At 60 Days.	At Sight.
		Dol. c.	Dol. c.
January	Highest ..	4 87	4 89½
	Lowest.. ..	4 84⅓	4 89
February	Highest ..	4 87	4 89⅓
	Lowest.. ..	4 86½	4 89
March	Highest ..	4 87	4 89⅓
	Lowest.. ..	4 86⅓	4 89⅓
April	Highest ..	4 88	4 90
	Lowest.. ..	4 87	4 89⅓
May	Highest ..	4 88	4 89⅓
	Lowest.. ..	4 88	4 90
June	Highest ..	4 88	4 90
	Lowest.. ..	4 87⅓	4 89
July	Highest ..	4 88	4 89½
	Lowest . ..	4 85⅓	4 87⅓
August	Highest ..	4 86	4 88⅓
	Lowest.. ..	4 84	4 87
September	Highest ..	4 85⅓	4 89
	Lowest.. ..	4 84½	4 88⅓
October	Highest ..	4 84	4 88½
	Lowest.. ..	4 81⅓	4 86
November	Highest ..	4 82	4 86
	Lowest.. ..	4 81	4 85½
December	Highest ..	4 81⅓	4 86
	Lowest.. ..	4 80	4 84

In the following table, taken from Dun's Commercial Agency, will be found the number of failures in the past two years in New York and Brooklyn cities, and the States of my district, with the liabilities; also the number of persons engaged in trade in 1889 with the percentage of failures to traders:— Failures.

	Number of Failures.		Amount of Liabilities.		Number of Persons in Trade in 1889.	Percentage of Failures to Traders.
	1889.	1888.	1889.	1888.		
			£	£		
New York and Brooklyn Cities	585	690	3,574,426	3,516,455	57,140	1·02
New York, outside of New York and Brooklyn Cities	589	599	1,955,977	1,686,604	90,626	·65
Connecticut	137	137	334,680	160,634	...	·78
New Jersey	128	151	302,788	306,085	...	·22
Rhode Island	130	132	...	252,740	...	1·60
Delaware	15	26	32,177	66,785	...	·36

Dry Goods.

Dry goods—cotton.

Cottons.—The conditions mentioned in my last report respecting the different classes of goods coming under this head for the most part have to be confirmed to-day. Manufacturing here has on the whole been of a profitable nature, the New England and many of the mills in other States having paid their usual dividends, some of them larger dividends than usual, and machinery during the entire year having been well engaged, with fewer instances of strikes, or serious difficulty with work-people. The tendency has continued, as during some years previous in the New England mills, especially in Massachusetts and Rhode Island, to change the production into finer and lighter fabrics, leaving the coarser and heavier fabrics to southern mills. These last, on the whole, are said not to have proved as profitable as has previously been the case, though to this rule there are no doubt notable exceptions. Many of the heavy drills and sheetings manufactured by the southern factories find their way, through this city, to India and China markets, where their heavy and substantial character appear to meet with favour. Prices during the year have undergone slight variations, and neither manufacturers nor dealers are the holders of heavy stock.

It was mentioned in my last report that one or two of the Manchester printers had appeared in New York market with some attractive specimens of their work. This was probably the first public notice of this fact; but during the past season quite a sensation has been produced by the novelties sent out by the printers referred to, which have been exceptionally attractive in character, and have come into close competition with the finer classes of French satines. Meantime, American printers are doing excellent work, and are said to have had a very satisfactory year.

Worsteds and woollens.

The depression in these branches of trade has continued unrelieved during the last twelve months, the great question of duties on raw material having been, during the whole period, one of absorbing interest. That the demand for free wool is now made by a very large and constantly-increasing number of manufacturers is unquestionably the case, the carpet manufacturers being almost unanimous in this respect. On the other hand, the fact that the wool growers insist that the same protection which is extended to so many other interests should be equally accorded to

them, makes their opposition to the admission of free wool most formidable, and it is impossible to predict what the result upon this point in Congress will finally be. But for the fact that the removal of the duty on wool is looked upon by Protectionists as the entering wedge, which would affect the whole fabric, it is not unlikely that the measure would receive a much greater support. During the year the interpretations of the Treasury have been adverse to the importers of Yorkshire worsted coatings, the importations of which, though, during the first half of the year, about equal to previous years, during the latter half of the year were curtailed; but the demand for mohair and alpaca fabrics for women's wear has been of increasing magnitude, and the goods have met with unusual favour.

Silks.

Silks.—American manufacturers have more and more been getting possession of the market in plain goods, both black and coloured, and have also been doing a good deal in plushes, both silk and mohair, in which, until within a year or two, English manufacturers had almost the monopoly. The shipment of Yorkshire goods to this market, however, during the year have been very heavy, and there is as yet no indication here of the inability of English makers to compete for the trade, notwithstanding the excessive duty.

The following table shows the total grain shipments from this port, and the number of vessels engaged in the transport, with their nationality :—

Nationality.	Number of Vessels.	Number of Bushels.
British..	616	24,954,719
Belgian	70	4,236,672
German	167	3,837,335
French..	33	1,445,511
Dutch	21	644,082
Italian..	15	605,895
American	14	571,169
Danish..	21	598,265
Spanish	8	325,421
Austrian	10	289,139
Portuguese	9	235,162
Norwegian	6	162,899
Total	..	37,906,269

Ocean freights.

The past year has been an exceptionally profitable one to owners of steamships engaged in the carrying trade of this port. The regular lines have secured very satisfactory freights throughout the year, and more especially in the latter half. The demand for steamships elsewhere has kept the supply of ships not belonging to the regular lines within limits which have enabled them to secure cargoes at good freights. The sailing vessel is disappearing as a carrier of grain, and the number of "tank boats" has very largely reduced the volume of shipments of petroleum by

sailing vessels, in fact, except at the height of the shipping season the tank boats are equal to the task of supplying the demand of the principal European receiving ports. The time is not far distant when the shipment of petroleum in barrels, for years one of the most profitable sources of freight for sailing vessels, will cease entirely. Sailing vessels are still employed largely as carriers of case oil to the East Indies, China, and Japan, and the demand for tonnage for this purpose was larger than in 1888, and rates much higher. Owing to the great falling-off in the supply of medium-sized sailing vessels, there has been a very good enquiry for them for general cargoes to Australia, New Zealand, and the west coast of South America, and freights have been higher than for many years. There has been also an active enquiry at highly remunerative rates throughout the year for ships to carry lumber cargoes to the River Plate.

Buffalo. Buffalo is becoming every year a more important distributing point for produce and general merchandise.

The following table shows the receipts of principal articles by the Lake (Erie):—

Articles.		Quantity.
Barley	Bushels ..	1,474,570
Corn	„ ..	47,127,150
Copper	Tons ..	28,853
„	Cakes and bars ..	..
„ ore	Tons ..	..
Flour	Barrels ..	5,480,710
Flax seed	Bushels ..	1,420,670
Feed	Sacks ..	810,720
Glucose	Barrels ..	15,457
Hoops	Number ..	..
Iron ore	Tons ..	298,060
Iron, pigs	„ ..	36,400
Lead, pigs	„ ..	265,130
Lard	Packages ..	217,520
Lumber	Feet ..	242,525,000
Lath	Pieces ..	10,033,500
Malt	Bushels ..	284,640
Oats	„ ..	14,309,300
Oatmeal	Barrels ..	30,000
Oil cake	Packages ..	301,340
Peas	Bushels ..	45,000
Pork	Barrels ..	41,180
Rye	Bushels ..	1,906,760
Seed	Bags ..	72,080
Staves..	Number ..	200,000
Stave bolts	Cords ..	3,120
Shingles	Number ..	36,331,500
Posts	„ ..	15,000
Ties	„ ..	442,570
Timber	Cubic feet ..	24,450,000
Wheat	Bushels ..	26,051,600
Wool	Bales ..	53,310

4,237,085 tons of anthracite coal and 2,198,327 tons of bituminous were received in 1889 by rail and canal, the latter only

bringing of this about 100,000 tons. In the same period 2,151,670 tons were sent to different points by the Lake. The customs receipts at Buffalo in 1889 were 175,800*l.*, which varies little from the receipts of the three preceding years. The principal articles on which duty was paid were barley, dry-goods, tin-plates, timber, china and glassware. Eleven railroads, operating 11,700 miles, have their depôts in the city. The population of Buffalo, the largest city in the State after New York and Brooklyn, which was, at the census of 1880, 155,134, is now over 255,000. The wealth is estimated to have increased in the 10 years 90 per cent., city corporation property 168 per cent., custom-house receipts 68 per cent., manufacturing establishments 128 per cent., water supply 252 per cent., school property 132 per cent., banking capital 100 per cent., real estate valuations 83 per cent.

Canals.

The New York canals were opened in 1889 for navigation on May 1, and closed December 1. The report of the Superintendent shows that 5,370,369 tons (2,000 lbs.) passed through, an increase on 1888 of 427,421 tons. The number of tons shipped by the canals, destined for this port, was 1,993,774. The average freights from Buffalo to New York in the past season were 4 c. (2*d.*) per bushel on wheat, and 3·6 c. on maize. Included in the traffic on the Champlain canal were 132,436 tons for Canada, and from Canada 199,022 tons came into the State. The fastest time ever made on the canals from Buffalo to West Troy, 345 miles, was 4½ days. The movements eastward by the canal included 15,318,376 bushels, wheat; 20,697,366 bushels, maize; 3,823,463 bushels, oats; 1,220,294 bushels, rye; 682,500 bushels, barley; 213,054 bushels, malt; 30,772 bushels, peas and beans; 8,454 barrels, flour; and 9,606 tons, pig-iron.

Railroads.

There was a much more conservative feeling shown by the managers of the great trunk lines of railroads, who, with a better understanding among themselves, were able to maintain rates, and avoid the great demoralisation of 1888, thus enabling the various companies to make a very much better exhibit both in gross and net earnings; the increase in net earnings compared to the gross was due in a great measure to the absence of the disturbing influences of the preceding year, such as strikes, blizzards, &c. During the year 1,245,710 tons (2,000 lbs.) were sent westward to Buffalo, Pittsburg, &c., from this city, and 3,498,339 tons were received, originating at, or west of, Buffalo, Pittsburg, &c.

Labour.

Labour.

There has been no appreciable variation within my Consular district in the rates of wages in any branch of industry during the year, except in the cotton mills and ironworks, where there has been an advance varying from 5 to 10 per cent.

The State Board of Mediation and Arbitration reports for the year 1889 a marked and gratifying diminution in the number of strikes and lockouts as compared with previous years, as well as

a change for the better in the character, duration, and consequences of such labour disturbances as have occurred. With the exception of surface street railroad tie-ups in New York and Brooklyn, and a surface street railroad tie-up at Rochester, the differences between employers and employés, as a rule, have not been of an uncompromising nature, but have yielded to settlement by conference and compromise. The favourable change is attributed largely to two causes; firstly to the general acceptance of arbitration in one form or another, as enforcing the true principle of settlement of disputes, especially in productive industries where the interests of capital and labour are mutual; and secondly to the power of investigation, vested in the Board, which has had the moral effect of deterring parties from making undue exactions and imposing unjust conditions. The Board, in its report to the Legislature, states:—"The constant effort of the Board has been, through a wide distribution of its reports among those whom they may concern, and by other available means, to impress the lesson of arbitration and infuse a spirit of compromise, and to induce settlements by local boards, or by direct negotiations, between the parties in interest, free from outside intervention. The tendency and growth in this direction have been encouraging. A conspicuous illustration of the fact is furnished by the shoe trade of Rochester, and merits special attention. That trade is one of the principal manufactures, if not the principal manufacture, of the city. It gives employment to over 5,000 hands, male and female. Two years ago, toward the close of 1887 and the opening of the season of 1888, in that industry, the employés, in one branch of the trade, desired certain changes in the scale that had prevailed during the previous year. The employers declined to submit the points at issue to arbitration, or to negotiate in any manner with their employés, and they posted notices in their factories which amounted to an ultimatum, and to which the employés affected refused to yield. In deference to the wishes of the Board, however, the employers assented to two conferences, for the purpose of allowing the employés to make statements of their side of the controversy, but nothing came of them. It could not be said that the differences took the form, strictly speaking, of either strike or lock-out, while they had the effect of both. For a period of about three months shoe manufacturers in Rochester were at a stand-still, and the trade suffered a check, not to say a blow, from which it took some time to recover. By the end of that period, such adjustments had been made as to enable a resumption of work, which has continued since. Again, towards the close of last year, 1889, the manufacturers desired a change in some particulars, but instead of posting an ultimatum they met and invited a conference with their employés. Representatives of both sides assembled, those of the employés embracing the two sexes. The latter made the proposition that in case of failure to agree the whole matter should be left to the decision of this Board, and the former were not averse, in that contingency, to such mode of settlement. After negotiations in several sessions,

an understanding was ultimately reached, by which a strike or lock-out was averted, and harmonious relations were established for the current year. Another illustration of this fact is furnished by the agreement between the Brooklyn City Railroad Company and its employés, made December 27, 1886, which contains the following provision:—'Any difference or dispute arising between the parties hereto, under these arrangements, shall be submitted for settlement to arbitration. The company shall have the right to select one arbitrator and the employés one arbitrator; if the two so chosen fail to agree, the said arbitrators shall select a third arbitrator, and the decision of a majority so chosen shall be binding and final upon the parties hereto.' This agreement, with slight alterations, has been renewed from year to year, and a similar provision has recently been inserted in agreements between other surface street railroad companies in the city of Brooklyn and their employés. Kindred action on the part of employés in other cases has been productive of kindred results. The destructive policy of 'a word and a blow,' but 'the blow first,' is gradually being reversed, and the blow of a strike or lock-out is coming to be regarded in order only as a last resort after the word of reason has proved a failure."

Last year the Factory Inspection Law of this State was amended, and under the amended clauses no male under the age of 18, and no female under the age of 21, can be employed at labour in any manufacturing establishment for any longer period than 60 hours in each week, unless for the purpose of making necessary repairs to machinery, and further, that not more than 10 hours shall be exacted from, or permitted to be performed by any such male minor or female under 21 on any day unless for the purpose of making a shorter work-day on the last day of the week, and no labour shall be exacted from them between 9 p.m. and 6 a.m. No child under 14 years of age can be employed in any manufacturing establishment, and when children under 16 are employed, there must be placed on file an affidavit made by the parent or guardian stating the age, date, and place of birth of said child, and if said child has no parent or guardian, the affidavit shall be made by the child, said affidavit being open for the inspection on demand of the factory inspector or any of his deputies. No child under 16 shall be employed who cannot read and write simple sentences in the English language except during the vacation of the public schools in the city or town where the child lives. The inspector under the amended Act is also empowered to demand a certificate of physical fitness from some regular physician, in the case of children who may seem physically unable to perform the labour at which they may be employed, and shall have power to prohibit the employment of any minor that cannot obtain such a certificate. The amended Act also provides for suitable fire-escapes. The factory inspector in his annual report to the Legislature points out the insufficient force to properly perform the work delegated to the office. In this State there are 50,000 factories, and only 10 inspectors, while Massa-

chusetts has 22 inspectors for 18,000 factories, and New Jersey 6 inspectors for less than 8,000 factories.

Immigration.

Immigration. There were 300,111 immigrants landed at this port in 1889, of the following countries and sex :—

Country.	Sex.		Totals.	
	Males.	Females.	In 1889.	In 1888.
England	17,964	10,182	28,146	33,355
Ireland	19,864	18,776	38,640	44,307
Scotland	4,182	2,094	6,276	10,986
Wales	391	242	633	1,269
Germany	39,042	28,908	67,950	78,145
France	3,022	1,725	4,747	5,437
Russia	17,580	10,272	27,852	33,052
Bohemia	3,032	2,229	5,261	3,982
Switzerland	4,701	2,429	7,130	7,305
Sweden	14,378	10,260	24,638	37,934
Norway	5,744	3,933	9,677	14,125
Belgium	1,403	835	2,238	2,386
Holland	3,181	2,213	5,394	4,477
Italy	20,596	7,114	27,710	43,927
Spain	76	17	93	124
Portugal	14	5	19	3
Denmark	4,435	2,838	7,273	7,698
Hungary	11,653	3,787	15,440	12,905
Austria	11,751	4,607	16,358	21,903
China	..	..	..	5
Australia	14	3	17	16
Turkey	201	53	254	184
Greece	106	2	108	378
All other countries	2,924	1,333	4,257	1,919
Total	186,254	113,857	300,111	370,822

Of the above, 57,447 were under 15 years of age; 211,631 between 15 and under 40 years; and 31,033, 40 years and over.

The occupations of steerage passengers were as follows :—

Architects	68
Brewers	542
Butchers	1,249
Barbers	638
Bakers	1,335
Blacksmiths	1,646
Bar-tenders	204
Bricklayers	1,329
Carpenters	2,540
Cabinet-makers	1,102
Confectioners	232
Cigar-makers	852
Cooks	333
Coopers	437
Farmers	16,472
Florists	191
Gardeners	1,082

Hatters	336
Ironmoulders	675
Labourers	92,665
Locksmiths	636
Laundrymen	0
Masons	2,491
Miners	3,991
Machinists	1,264
Millers	698
Musicians	779
Painters	1,271
Peddlers	5,002
Plasterers	513
Porters	373
Potters	339
Printers	408
Saddlers	537
Shoemakers	2,378
Spinners	454
Tailors	2,976
Tinsmiths	604
Tanners	396
Wagonsmiths	378
Weavers	920
Waiters	609
All other occupations	5,588
No occupation, including women and children	143,578

The destination of the immigrants, as recorded at the Castle Garden (landing depôt), was as follows:—

Alaska	0
Alabama	303
Arizona	67
Arkansas	325
Connecticut	7,271
Colorado	2,488
California	8,235
Delaware	243
District of Columbia	330
Dakota	5,311
Florida	258
Georgia	186
Indiana	2,288
Indian Territory	116
Illinois	24,574
Iowa	8,324
Idaho	143
Kentucky	657
Kansas	2,313
Louisiana	649
Maine	182
Maryland	1,448
Michigan	12,107
Missouri	4,828
Minnesota	10,667
Mississippi	41
Montana	1,033
Massachusetts	11,649
New Hampshire	171
North Carolina	50
Nebraska	5,029
Nevada	212
New Jersey	14,691
New Mexico	109
New York	96,901

Ohio	10,807
Oregon	1,015
Pennsylvania	46,613
Rhode Island	2,660
South Carolina	105
Tennessee	419
Texas	2,833
Utah	1,429
Vermont	426
Virginia	231
West Virginia	255
Wisconsin	8,648
Washington	1,125
Wyoming	346

During the year 422 immigrants were prohibited from landing, and returned to the countries whence they came, under the provisions of the Act of Congress to regulate immigration; the prohibition includes convicts, lunatics, idiots, and all persons unable to take care of themselves without becoming a public charge.

Contract and labour law.

Under the Act of Congress prohibiting the importation of foreign labourers under contract or agreement to perform labour in the United States, 26 immigrants were returned by the collector of the port. The majority of these were English, and the application of the law to most of them was open to question—one being a clerk of a mercantile house in Liverpool, who came out to adjust the accounts of the agency here; and the others ordinary immigrants, who had been given in London, with their passage tickets, letters to an agent of the Southern Pacific Railroad Company at Seguin, Texas, which on presentation would entitle them to free accommodation on their consenting to accept the first employment offered, unless a choice of more than one occupation was offered, when they were at liberty to accept which suited them best.

Prisons.

Prisons.

The condition of the State prisons, as appears from the annual report of the superintendent, is far from satisfactory. The contract system has been abandoned, and under existing regulations the bulk of the prisoners are without employment of any kind. Their labour is restricted under a law, which went into force June 6 last, to certain statutory purposes. Under this the total number of prisoners employed at one time in manufacturing one kind of goods, which are manufactured elsewhere in the State, shall not exceed 5 per cent. of the number of all persons within the State employed in manufacturing the same kind of goods as shown by the last United States census or State enumeration, except in industries in which not to exceed 50 free labourers are employed, provided that not more than 100 prisoners shall be employed in all the prisons of the State in the manufacture of stoves and iron hollow-ware, and that not more than 100 prisoners shall be employed in all the prisons in the manufacture

of boots and shoes. Referring to this, and to the large deficiency in the earnings of the prisoners, the superintendent states:— "What compensation is there for this deficit of 369,274 dol. (76,070*l.*)? The convicts are immeasurably worse off than when they could earn their living. For six years, from 1881 to 1886, the convicts in the State prisons 'paid for their keep' by their labour. There was not a man among them who was not, by reason of such labour, a better man as a prisoner and a better man for the prospective freeman and citizen that he was to be. After this grand physical, financial, and moral demonstration of the value of systematic labour in the prisons, the position was abandoned in spite of the plain warnings of experience, and thereby the fiscal balance was changed from surplus to deficit. The criminals were deprived of the salutary influence of the most regenerating remedy that prison reformers ever found for relief and reform. Sickness, insanity, and death attacked the wretched imprisoned men as they never did before under the reform industrial system of management. The reports of the wardens, physicians, and chaplains show that the moral and sanitary condition of the prison population culminated in its highest excellence during the period in which work was most regular. Hence it appears that a prison population is like a free population; the best state of health, of morality, and prosperity attend the steady prosecution of industry. The great losses in the past in the prisons cannot be recouped, but it is not difficult to avoid now the paths which led to them."

New York State Finances.

State finances.

The State is substantially out of debt. It has been reduced 39,140*l.* during the past fiscal year. The total funded debt on September 30 was 1,395,614*l.*, against which there is a sinking fund of 920,125*l.*, leaving a net debt of 475,489*l.* unprovided for but not due. The tax rate for the current fiscal year is 3·52 mills., which on the assessed valuation will yield 2,586,815*l.*, of which 719,970*l.* is for the support of public schools. The city and county of New York pays over 45 per cent. of the State taxes.

New York City Finances.

City finances.

The total funded debt of the city of New York amounts to 29,218,841*l.*, against which there is a sinking fund of 9,401,458*l.*, leaving a net funded debt of 19,817,383*l.*

Valuation and tax rates for the past five years are given in the following table:—

Year.	Real Estate.	Personal.	City Tax.
	£	£	Per cent.
1889	274,305,127	42,078,152	1·95
1888	268,380,689	51,628,451	2·22
1887	258,425,300	52,148,655	2·16
1886	248,011,860	44,707,606	2·29
1885	240,699,285	41,750,816	2·40

City vital statistics.

Vital Statistics, New York City.

	1889.	1888.
Births	37,527	34,023
Marriages	14,400	13,740
Deaths	39,679	40,175

Of the deaths reported 13,947 were of foreign birth, and 17,152 were under five years of age. The causes of death were principally as follows:—

	Number.
Phthisis	5,179
Pneumonia	4,075
Diarrhœal diseases	3,648
Bright's „	1,763
Diphtheria	1,686
Heart disease	1,970
Bronchitis	1,814
Scarlatina	1,242
Gastritis and peritonitis	421
Measles	470
Whooping cough	647
Malarial fevers	228

Annex A.—Return of all Shipping at the Port of New York in the Year 1889.

Entered.

Country.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Great Britain ...	1,214	639,939	1,495	2,662,599	2,709	3,302,538
United States ...	1,270	588,078	262	432,188	1,532	1,020,266
Germany	144	152,814	294	723,901	438	876,715
France	5	3,545	87	258,588	92	262,133
Sweden and Norway	199	141,412	172	72,595	371	214,007
Belgium	13	16,965	67	191,447	80	208,412
Italy	134	79,311	18	29,250	152	108,561
Mexico	...	...	...	...	...	...
Netherlands	9	8,950	69	124,528	78	133,478
Austria	38	25,976	...	...	38	25,976
Spain	21	6,872	56	85,604	77	92,476
Denmark	4	992	26	52,368	30	53,360
Other European countries	22	9,990	2	2,108	24	12,098
South America ...	3	1,668	...	...	3	1,668
Central „ ...	3	441	...	...	3	441
Other countries ...	1	350	...	...	1	350
Total	3,080	1,677,303	2,548	4,635,176	5,628	6,312,479
„ for the preceding year ...	3,033	1,620,362	2,329	4,217,431	5,362	5,837,793

CLEARED.

Country.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Great Britain ...	1,204	629,868	1,499	2,664,870	2,703	3,294,738
United States ...	781	361,645	252	415,693	1,033	777,338
Germany	112	118,856	282	694,354	394	813,210
France	6	4,254	83	246,699	89	250,953
Sweden and Norway	167	118,673	167	70,485	334	189,158
Belgium	3	3,915	79	225,736	82	229,651
Italy	139	82,271	18	28,436	157	110,707
Mexico	...	...	...	...	...	...
Netherlands	9	8,872	73	131,747	82	140,619
Austria	34	23,242	...	...	34	23,242
Spain	22	7,199	54	82,548	76	89,747
Denmark	2	496	23	46,326	25	46,822
Other European countries	19	8,268	3	3,162	22	11,790
South America ...	5	2,780	...	...	5	2,780
Central ,, ...	1	147	...	...	1	147
Other countries ...	...	...	...	...	...	...
Total	2,504	1,370,846	2,533	4,610,056	5,037	5,980,902
,, for the preceding year ...	2,536	1,462,687	2,304	4,150,533	4,840	5,613,220

Annex B.—RETURN of Principal Articles of Export from New York during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value
			£		£
Agricultural implements... ...	...	...	770,790	...	501,235
Bacon and hams	Lbs. ...	269,864,080	4,689,833	194,362,362	3,646,380
Beef, fresh	,, ...	110,561,262	1,806,208	71,628,226	1,401,166
,, canned	,, ...	31,107,216	475,705	20,660,630	353,047
Butter	,, ...	20,158,042	622,175	7,069,000	247,797
Cattle, live	Number ...	125,094	2,095,085	57,042	1,116,983
Cotton, domestic	Packages ...	164,030	1,861,208	173,986	2,013,610
,, raw...	Bales ...	1,050,124	10,530,867	999,721	10,166,108
Cheese	Lbs. ...	70,616,136	1,275,310	68,296,464	1,286,999
Flour...	Barrels ..	3,710,566	3,535,229	3,820,273	3,520,895
Hops...	Lbs. ...	7,476,438	308,248	8,089,133	372,080
Indian corn...	Bus. (56lbs.)	29,130,494	2,715,735	13,479,048	1,563,845
Lard	Lbs. ...	265,232,655	4,109,576	170,151,224	3,001,465
Oil cake and meal	,, ...	272,498,997	719,674	200,717,992	538,040
Oleomargarine	,, ...	42,954,590	841,215	23,528,706	515,440
Petroleum, refined...	Gallons ...	392,551,146	6,174,605	322,991,600	5,453,295
,, crude	,, ...	50,123,443	773,780	41,645,879	639,325
,, lubricating	,, ...	11,585,652	209,180	21,468,777	801,915
Sewing machines	...	...	475,016	...	376,155
Sugar	Lbs. ...	7,614,695	128,827	13,508,232	204,885
Specie and bullion...	...	...	14,781,236	...	9,238,385
Tallow	Lbs. ...	61,149,080	606,340	51,692,457	537,087
Wheat	Bus.(60lbs.)	10,853,078	2,014,328	12,352,445	2,386,080
Other articles	...	...	24,413,567	...	21,134,713
Total	...	...	86,033,737	...	71,016,930

Annex B.—Return of Principal Articles of Import to New York during the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cocoa	Bags ...	88,989	348,476	100,394	406,330
Coffee	,, ...	3,126,243	12,906,394	3,331,850	10,851,110
China, glass, and earthenware	...	...	1,916,856	...	1,790,390
Cotton	Bales ...	12,526	222,645	9,095	147,712
Dry goods—					
Manufactures of cotton	,,	...	4,393,605	...	4,277,388
,, flax ...	,,	...	3,945,785	...	3,457,360
,, silk ...	,,	...	9,043,710	...	8,122,372
,, wool ...	,,	...	8,263,770	...	7,597,538
,, miscellaneous	,,	...	2,509,800	...	2,486,002
Furs	Packages ...	22,888	1,292,157	21,087	1,110,240
Fruits	...	...	2,767,950	...	3,434,310
Hair	Packages ...	28,932	280,720	...	297,536
Hemp	Bales ...	494,492	2,587,855	419,143	1,737,842
Hides, dressed	...	...	646,810	...	790,240
,, undressed	...	...	3,460,270	...	3,709,575
Hops	Bales ...	10,100	161,390	7,179	120,115
India rubber	...	...	2,316,442	...	2,651,080
Jewellery, watches, and precious stones	...	...	2,709,100	...	2,354,030
Jute and jute butts ...	...	...	639,980	...	591,235
Linseed	...	...	653,715	...	340,265
Molasses	...	...	312,185	...	106,112
Paper stock...	...	...	633,600	...	522,882
Metals—					
Cutlery	...	...	438,755	...	416,156
Iron, pig	Tons ...	123,778	70,875	64,207	194,066
,, spiegel	...	75,322	325,662	45,532	185,100
,, other	...	...	303,556	...	311,392
Metal goods	...	...	358,695	...	379,980
Steel	...	...	499,920	...	746,942
Tin plates...	Boxes ...	2,312,171	1,718,385	2,026,366	1,567,585
,, slabs	Tons ...	14,220	1,338,940	36,500	1,691,245
Soda, ash	...	...	217,783	...	210,272
,, caustic	...	...	141,320	...	169,550
Spices	...	...	514,392	...	529,188
Stationery and books ...	...	...	1,100,790	...	1,100,215
Sugar	Tons ...	664,087	10,143,860	677,626	8,259,910
Specie and bullion... ...	...	...	1,637,322	...	1,684,375
Tea	Packages ...	1,295,690	2,001,048	1,308,270	1,982,990
Tobacco and cigars ...	...	...	2,669,844	...	1,797,185
Wines, spirits, &c. ...	...	...	1,987,240	...	1,952,670
Wood...	...	...	1,173,407	...	1,204,075
Wool	Lbs. ...	52,795,113	1,339,490	44,672,758	1 046,187
Other articles	...	...	13,564,845	...	14,995,463
Total	...	...	103,569,144	...	97,327,210

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported to New York to and from Foreign Countries during the Years 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain	40,090,215	32,634,000	22,268,820	22,372,990
British Possessions	6,138,228	5,785,500	7,056,865	6,399,085
Germany	6,991,392	8,019,385	14,468,825	13,662,325
France and Possessions ..	9,805,038	3,857,985	13,406,468	12,590,410
Belgium	2,928,363	3,095,865	1,204,945	1,350,295
Spain and Possessions ..	4,042,470	4,102,697	9,864,530	7,801,655
Netherlands and Possessions	2,988,487	2,566,050	3,710,397	2,776,320
United States of Colombia	516,540	1,010,320	1,119,321	1,152,665
Central American States ..	579,472	537,965	712,593	731,120
Italy	926,385	890,893	2,798,387	3,109,025
Brazil	1,333,458	986,520	10,227,777	9,659,845
China	642,100	629,505	2,038,877	2,217,650
Denmark and Possessions ..	681,664	497,935	164,495	87,825
Venezuela	1,385,900	773,580	2,568,990	1,872,545
Portugal and Possessions ..	434,036	606,430	247,965	267,545
Argentine Republic.. ..	1,453,335	941,890	525,656	555,375
Mexico	968,143	767,830	1,957,735	1,607,375
Hayti..	1,191,158	943,313	701,185	596,760
Sweden and Norway ..	428,545	380,025	418,866	379,025
Japan	516,965	408,125	1,411,788	1,199,270
Chili	473,087	252,135	330,375	303,375
San Domingo	288,880	331,623	381,408	285,020
Uruguay	529,005	228,089	432,800	478,020
Austria	21,143	7,370	1,350,380	1,568,165
Russia	135,300	76,055	524,662	496,100
Peru	203,325	147,700	64,755	59,420
Switzerland	4,520	1,565	2,478,716	2,409,385
Other countries	335,588	536,630	1,131,563	1,336,020
Total	86,033,737*	71,016,930	103,569,144	97,327,210

* All but 3,588,000*l.* were domestic products.

THE Specie included in the Tables was Exported to and Imported from the following Countries during the Years 1889 and 1888.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
	£	£	£	£
Great Britain	7,095,880	4,863,655	123,755	13,420
British Possessions	1,717	164,625	51,650	42,215
Germany	11,445	2,448,625	356,315	235,145
France and Possessions	5,755,530	106,485	341,012	608,300
Spain and Possessions	929,504	1,005,565	181,495	329,055
Netherlands and Possessions ..	6,352	4,230	16,660	15,750
United States of Colombia ..	23,423	147,940	391,905	244,525
Central American States	39,494	60,960	20,874	10,645
Brazil	100,428	3,450	235	435
China	..	275	..	..
Denmark and Possessions ..	6,138	4,610	5,232	515
Venezuela	546,442	138,840	17,310	35,500
Mexico	7,786	545	95,353	121,535
Hayti	196,376	136,945	10,345	19,430
San Domingo	57,787	141,165	13,044	5,570
Peru	..	6,285	..	..
Other countries	2,934	4,185	11,637	8,455
Total	14,781,236	9,238,385	1,637,322	1,690,495

PROVIDENCE.

Mr. Vice-Consul Stockwell reports as follows :—

General report on trade.

Commercial operations generally during the year 1889 were unusually extensive and profitable. In all branches of trade, coal and woollen goods excepted, the volume of business was largely in excess of that for 1888. The bank clearings make a good index. During the year they amounted to 54,001,232*l.*, against 51,225,946*l.* for 1888, showing an increase in 1889 of 2,775,285*l.*

The important political events of the year are the repeal of the prohibitory law and the return to license, and the adoption of the Australian ballot system in State elections.

Definite plans have been adopted for the improvement of terminal facilities for railways, and for a better system of sewerage for the city of Providence. Work in both departments is progressing satisfactorily. The Department of Public Works has added during the year a new reservoir to increase the efficiency of the high service system. The city, now having three reservoirs to draw from, has an ample supply of water for domestic uses and for use of the fire department in any emergency.

An event of the year was the completion of a cable tramway, begun in 1888, from the Providence River, the centre of business, to the Pawtucket River on the east, through the better residence part of the city, heretofore without direct public conveyance.

Cotton and cotton goods.

The cotton market has been active, and sales aggregated 226,051 bales for the year, the largest on record, against 178,502

in 1888. The lowest price during the year for middling-upland cotton laid down here was 10⅜ c. (5¼*d.*), and the highest 11⅞ c. (5¾*d.* to 6*d.*). The cotton goods business has been satisfactory, and stocks were well sold up at the close of the year. The sale of print cloths, both 64 and 56 squares, amounted to 1,427,500 pieces, against 2,460,500 pieces in 1888. Prices, 64 squares, ranged from 3½ to 4 c. (2*d.*).

Wool and woollens.

The market for wool has been depressed, and prices have lagged, but there has been so little life in the trade that actual quotations give little information. This state of the market is attributed to the unsatisfactory condition of the goods market. It is stated by manufacturers that not enough wool is produced in this country to supply the demand. Foreign wools are shut out by a tariff considered too high, and hence cannot be bought to compete at home or in foreign markets with foreign goods. The free traders attribute the depression in wool and the woollen goods trade to the excessive tariff, while the protectionists find many other causes.

Labour.

Labour has been well employed and paid for during the year. According to the Commissioner of Industrial Statistics the price of labour in all branches, trades, and operative work, is unchanged, except in the cotton industry, where there has been an advance of about 5 per cent. Woollen mills have been in operation most of the time, and a slight reduction in wages has resulted in some cases, but generally the scale remains the same, liable, however, to greater reduction if trade does not improve.

Port statistics.

Port statistics are as follows:—

	£
Duties collected	60,040
Tonnage dues	86
Storage fees	250
Customs fees	150
Fines and penalties	14

Tonnage of the Port.

	Number.	Tons.
Sailing vessels	78	12 014
Steam vessels	43	14,659
	121	26,673

Foreign importations into this port under Acts of Congress of July 14, 1870, and June 10, 1880, providing for bonded railway cars and boats, come to the value of 186,523*l.*

This shows the American price of the imports, or the cost laid down here; that is to say, the duties are added to the foreign or invoice price. The amount given in Annex C is the foreign price without the duties.

Importations into other ports, and transferred in bond to this port, not under Acts of Congress aforesaid:—

Articles.		Quantity.
Brandy	Gallons ..	4,342
Wool	Bales ..	30,470
Tobacco	Lbs. ..	1,382

Direct Importations in Foreign and American Vessels.

	Articles.		Quantity.
	Lumber	Feet	2,793,000
	Laths	„	11,255,000
	Shingles	„	6,574,000
	Wood	Cords.. ..	933
	Logwood	Tons	3,821
	Pickets	„	54,000
	Starch..	Casks.. ..	597
	Piling..	Pieces ..	3,136
	Brimstone	Tons	590
	Ice	„	509
	Salt	Pounds ..	7,603,000
	Lime	Barrels ..	804
	Potatoes	Bushels ..	3,611
Receipts of domestic merchandise.	Domestic receipts—		
	Cotton	Bales	220,420
	Wool	„ and sacks	123,879
	Coal	Tons	1,054,314
	Iron and steel	„	65,876
	Lumber	Feet	80,177,000
	Oils	Barrels ..	174,569
	Waste	Tons	5,811
	Beef	„	12,486
	Flour	Barrels ..	291,041
	Corn	Bushels ..	1,535,504
	Meal	„ ..	62,415
	Oats	„ ..	1,218,557
	Bran	„ ..	183,498
	Dry goods	Cases.. ..	52,156
	Print cloths	Bales.. ..	13,411
	Chemicals	Packages ..	66,858
	Liquors	Barrels ..	45,490

Annex A.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	65	9,188	...	...	65	9,188
American	16	2,756	...	...	...	...
Austrian	1	790	...	...	...	...
Italian	1	446	...	...	...	...
Total	73	13,180	...	...	65	9,188
„ for the year preceding....	94	14,799	...	...	...	...

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	55	6,889	1	83	56	6,972
American	16	859	...	...	16	859
Austrian	1	790	...	...	1	790
Total	72	8,538	1	83	73	8,621
,, for the year preceding...	64	7,709	...	...	64	7,709

Annex B.—RETURN of Principal Articles of Export from Providence for the Years 1889–88.

Articles.		1889.		1888.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coal	Tons ...	...	...	25	28
Oil	Gallons ...	...	...	268	5
,, ...	Barrels ...	4,380	17,635	...	...
Vessel	...	...	1,660	...	...
Total...	...	...	19,295	...	33

RETURN of Principal Articles of Import into Providence during the Years 1889–88.

Articles.	Value.	
	1889.	1888.
	£	£
Dry goods	68,865	87,439
Chemicals	23,730	36,011
Metals and manufactures of ..	19,805	19,108
All others	32,080	3,687
Total	144,480	146,245

Annex C.—TABLE showing the Total Values of all Articles Exported from Providence and Imported into Providence from and to Foreign Countries during the Years 1889–88.

Country.	Exports.		Imports.	
	1889.	1888.	1889.	1888.
			£	£
Austria	..	..	2,097	2,737
Belgium	..	..	..	..
British West Indies	..	..	13,675	16,789
Canada	..	..	9,014	8,931
Cuba	..	..	8,949	8,424
England	..	..	70,052	63,384
France	..	..	17,840	12,741
Germany	..	..	10,376	14,051
Greece	..	..	2,730	..
Hayti	..	..	..	7,509
Italy	..	..	2,176	5,068
Ireland	..	..	..	..
Japan	..	..	..	..
Netherlands	..	..	914	922
Scotland	..	..	1,265	1,709
Spain	..	..	..	134
Switzerland	..	..	5,180	3,358
Venezuela	..	..	..	400
All others	..	..	212	88
Total	..	..	144,480	146,245

RETURN of the Number of Seamen who have been Engaged, Discharged, Left Behind, Reported Dead, or Deserted, or who have been Relieved at the British Consulate-General, New York; and showing the Total Number of British and Foreign Sailors who were Engaged, Discharged, &c., from British Ships, with the Amount of Wages paid at the Consulate to Seamen on Discharge from their Ships, and from Hospital or Gaol; and also showing the Number of New Agreements entered into during the Year 1889.

Seamen.													Wages.			Agreements.
		Left Behind.			Dead.					Nationality.						
Engaged.	Discharged.	In Hospital.	In Gaol.	Total.	At Sea.	On Shore.	Total.	Deserted.	Relieved.	British.	Foreign.	Total Number of Seamen.	Paid on Discharge from Vessels.	Paid on Discharge from Hospital or Gaol.	Total Wages Paid.	Number Opened
14,277	10,343	186	15	201	61	35	96	4,111	200	17,316	11,912	29,228	Dollars. 418,515·31	Dollars. 5,132·60	Dollars. 423,647·91	296

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FOREIGN OFFICE.

1890.

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VENEZUELA.

REPORT FOR THE YEAR 1888-9

ON THE

TRADE OF THE CONSULAR DISTRICT OF CARACAS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 528.

Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1890.

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695.	Batavia	1d.
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Reference to previous Report, Annual Series No. 528.

VENEZUELA.

CARACAS.

Consul Boulton to the Marquis of Salisbury.

My Lord, *Caracas, May 7, 1890.*

In obedience to your Lordship's commands, as conveyed in Despatch of February 26 last, I have endeavoured to compile a Report on the Trade of Venezuela.

I have, &c.
(Signed) H. L. BOULTON.

Report on the Trade of Caracas.

Revenue

The following table, No. 1, compiled from the report of the Finance Department to Congress, shows the amount of revenue derived from importations at the several custom-houses of the Republic, as well as from other specified sources, during the fiscal year 1888-89.

No. 1.—Summary of the Comparison of Items.

Dues.	1887–88.	1888–89.	Compared result.	
			Increase.	Decrease.
	Bolivares c.	Bolivares c.	Bolivares c.	Bolivares c.
Imports	29,728,817 84	28,282,736 73	...	1,446,081 11
Storage	54,081 85	41,734 11	...	12,347 74
Interest	144,116 73	129,578 65	...	14,538 8
Fines	35,027 28	40,605 34	4,578 6	...
Stamp paper	165,296 12	149,878 0	...	15,418 12
Federal territories	324,295 66	505,348 87	181,053 21	...
Transit dues	6,931,549 30	7,097,176 89	165,627 59	...
Postage and other stamps ...	1,312,432 70	1,586,932 13	274,499 43	...
Telegraphs	275,398 52	311,091 35	35,692 83	1,004 18
Telephones	2,845 85	1,841 67	...	67,378 47
Waste lands	103,117 52	34,739 5	...	...
School fines	3,465 12	3,716 75	251 63	...
Recurso de Casacion	1,980 0	2,300 0	320 0	...
Consular fees	40 0	752,330 40	752,290 40	...
Registry fees	76,301 55	91,989 37	15,687 82	...
Salt dues	910,152 43	777,245 40	...	132,906 3
Income of public institutions	645,745 75	579,421 28	...	66,324 47
Contract fees	1,916 89	274 0	...	1,642 89
Maracaibo Wharf	7,200 0	6,000 0	...	1,200 0
Patents for inventions ...	750 0	450 0	...	300 0
Total	40,724,531 11	40,395,390 99	1,430,000 97	1,759,141 9
Comparison	40,395,390 99			1,430,000 97
Decrease	329,140 12			329,140 12

Income.—40,395,390 bolivares 99 c. at 25 bolivares 25 c. to 1*l.* = 1,599,817*l.*
Decrease.— 329,140 ,, 12 ,, ,, ,, 13,036*l.*

Exports.

Table No. 2 gives the amount of exports in kilos. of the principal articles, and value thereof.

No. 2.—EXPORTS from Venezuela during the Fiscal Year 1888–89.

Articles.	Quantity.		Value.
	Number.	Kilos.	Bolivares.
Coffee	..	50,472,674,000	70,293,410
Cocoa	..	7,196,547,000	9,757,427
Hides	..	2,320,963,000	2,500,572
Deer and goat skins	..	707,509,000	2,431,037
Timber	..	7,422,238,000	309,020
Cocoanuts	..	1,042,167,000	81,688
Cattle	10,530	..	1,213,480
Goats	32	..	210
Horses..	156	..	49,900
Mules	74	..	26,270
Donkeys	996	..	46,900
Gold and silver coin			
Virgin and placer gold and residuum..	..	3,507,037	4,628,320
Copper ore and old copper ..	..	20,994,101,000	3,806,418
Caoutchouc	..	66,688,000	326,844
Copaiva	..	63,453,000	196,536
Sundries	..	9,336,186,000	1,603,274
Tolal	..	99,626,033,037	97,271,306

97,271,306 bolivares at 25 bolivares 25 c. to 1*l.* = 3,852,328*l.*

Population.

Since the census of 1881–89, 8 years, the general population of the Republic has increased from 2,075,245 to 2,269,020, that is by nearly 200,000.

Banks.

The "Banco Commercial of Caracas" has determined to increase its capital and to extend its business under the title of "Banco de Venezuela."

The following arrangements have been entered into with the Venezuelan Government in regard to charges in account current, 2 per cent. commission on amounts received from the several customs in lieu of $2\frac{1}{4}$ per cent., 1 per cent. discount on all promissory notes, instead of $1\frac{1}{4}$ per cent. and $1\frac{1}{2}$ per cent., $\frac{3}{4}$ per cent. to be charged on advances made to Government, as well as to other customers, instead of 1 per cent.

Agricultural bank.

The project for the establishment of an agricultural bank is now before Congress.

Mint.

The issue of both silver and gold coins has been suspended.

Public works.

The breakwater or harbour works at La Guayra is in fair progress. The landing and shipping taking place entirely inside its finished part.

The same may be said of the Central Railway from Caracas to Valencia, through the valleys of the Tuy, a portion of which is open to traffic.

The La Guayra and Caracas Railway has been open for some

years, and, barring the stoppages, caused by slips during the rainy season, is doing good service.

That from Porto Cabello to Valencia is working most satisfactorily, and the line from El Hacha to Barquisimeto is approaching its termination, the first section to be opened in the course of June next, and the whole line by the beginning of next year.

The old line from Tucacas to bring the copper ore from the mines of Aroa for shipment to England is in full play.

The above enterprises are due to British capital.

A German company has also a contract for a railway from this city to San Carlos, &c., and the works are being pushed on, some 20 miles being thus far open to passenger traffic.

Money market.

Money is plentiful, and discount has declined from 12 per cent. and 15 per cent. per annum to 9 per cent. and 6 per cent., large sums finding no investments.

Steamers.

The royal mail and cargo boats visit La Guayra and Porto Cabello two or three times a month; from Liverpool, one steamer weekly.

There are besides French, German, Dutch, and Spanish lines from Europe, and a permanent American line (Red D) between New York and Venezuela. There is also a Dutch line and a Spanish line trying to get a footing in this trade, and very recently a German line, which finding it unremunerative, has withdrawn.

Gold.

The yield in the Yuruary district (Guayana) amounts to 2,711 kilos., value 8,350,056 bolivares 10 c., at exchange 25 bolivares 25 c. to the 1*l.*, equal to 330,691*l.* 7*s.* Mining dues collected thereon 206,545 bolivares 76 c., at 25 bolivares 25 c. per 1*l.*, equal to 8,180*l.*

Telegraphs.

3,000 miles are laid down. Cost of working, 928,215 bolivares (36,761*l.*), yield 353,413 bolivares (14,000*l.*).

Breweries.

One has been established, and its weak and sweetish product met at first with a ready sale amongst the natives, but has since been losing favour.

Agriculture.

The cultivation of coffee and cocoa on a large scale for exportation, of sugar, maize, and beans for home consumption, are the principal products of the Republic. The coffee crop of 1888–89 has been abundant, reaching to about 1,250,000 quintals. The crop of 1889–90 has been a small one, perhaps not more than half the previous one; but prices have been fully maintained. The crop of 1890–91 promises to be a large one.

Wheat.

In the State of Los Andes, near the frontier of Columbia, wheat is successfully grown, and flour for the locality is made therefrom, of good quality, but of a dark colour.

Rhea.

A society denominated the Italo Venezuelan Company for the Cultivation of the Rhea Plant has been established since last year, with a Mr. Anselmi as its director, who recently returned from France, accompanied by a commission, to examine the plantations, and to report thereon. Sanguine hopes are entertained that the ramie or China grass will be successfully cultivated in Venezuela.

Wine.

As there is little doubt that many parts of Venezuela are most

Merchant shipping.

suitable for the growth of grapes, a company has been lately formed for this purpose, and the production therefrom of wine.

Under date of March 31 last, a circular was addressed to the captains of ports instructing them to send in monthly statements to the Ministry of Marine of all arrivals and departures of ships and passengers, so that correct statistics might in future be prepared, and which statements it has thus far been impossible to obtain.

Tariff.

A revision of the existing tariff is contemplated by Congress. It is proposed to do away with the small export duty on produce, to reduce that on several imported merchandise, and to increase others, as also to introduce certain modifications in the customs laws which are, in many cases, exceedingly severe.

Coal mine.

A concession of 99 years for the working of a coal mine lately discovered at Barcelona, in the State of Bermudez, has been granted to Mr. Juan Bautista Alcia, the discoverer.

Reports of British and foreign shipping.

Reports from La Guayra and Ciudad Bolivar vice-consulates are annexed. Those from the Porto Cabello and Maracaibo vice-consulates have not yet come to hand.

NAVIGATION at the Port of La Guayra for the Calendar Year 1889.

Flag.	From or To.	Entered.						Cleared.					
		Steam.		Sailing.		Total.		Steam.		Sailing.		Total.	
		Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.
American...	United States, Atlantic coast	26	36,833	12	3,789	38	40,622	26	36,833	10	3,367	36	40,200
,, ...	,, ,, Gulf coast ...	...	...	1	341	1	341	...	...	1	341	1	341
British ...	Great Britain	81	106,227	25	8,582	106	114,809	81	106,227	25	8,582	106	114,809
,, ...	United States, Atlantic coast	9	9,934	2	513	11	10,447	9	9,934	2	513	11	10,447
Danish ...	Great Britain	...	...	2	386	2	386	...	...	2	386	2	386
,, ...	Baltic Sea	...	...	1	215	1	215	...	...	1	215	1	215
Dutch ...	Netherlands	12	11,100	...	...	12	11,100	12	11,100	...	...	12	11,100
French ...	France, Atlantic coast ...	25	66,132	2	636	27	66,768	25	66,132	2	636	27	66,768
,, ...	France, Mediterranean coast	12	22,456	...	...	12	22,456	12	22,456	...	...	12	22,456
,, ...	Netherlands	...	...	1	294	1	294	...	...	1	294	1	294
German ...	Hamburg	26	39,957	8	2,303	34	42,260	26	39,957	8	2,303	34	42,260
,, ...	Great Britain	...	...	1	330	1	330	...	...	1	330	1	330
Italian ...	Italy	...	...	2	573	2	573	...	...	2	573	2	573
Norwegian	Hamburg	...	...	3	622	3	622	...	...	3	622	3	622
,, ...	Great Britain	...	...	1	441	1	441	...	...	1	441	1	441
Spanish ...	United States, Atlantic coast	2	3,658	...	...	2	3,658	2	3,658	...	...	2	3,658
,, ...	West Indies	19	34,695	...	...	19	34,695	19	34,695	...	...	19	34,695
,, ...	Spain, Atlantic coast ...	...	...	3	407	3	407	...	...	3	407	3	407
,, ...	Canaries	...	...	2	357	2	357	...	...	2	357	2	357

Imports at the Port of La Guayra.

	Number of Packages.	Value.	Duty.
		£	£
In the year 1889	1,021,695	1,933,474	535,127
„ „ 1888	611,443	1,494,242	413,105

Exports from the Port of La Guayra for the Calendar Year 1889.

Articles.	England.		France.		Germany.		United States.		Other Countries.		Total.		Total in 1888.	
	Lbs.	£	Lbs.	£	Lbs.	£	Lbs.	£	Lbs.	£	Lbs.	£	Lbs.	£
Cacao	87,308	2,135	2,763,208	66,032	405,994	9,845	185,072	4,243	84,786	20,578	4,289,449	102,833	8,081,732	215,554
Coffee	585,473	12,255	4,838,190	95 641	10.650,980	209,980	11,338,835	215,650	3,114,577	63,688	30,528,055	597,194	23,426,680	466,703
Hides	...	...	926	17	71,978	1,037	669,553	10,468	95,023	1,495	837.480	13,017	948,860	15,888
Skins	...	...	...	...	...	...	105,699	3,602	20,939	664	126,638	4,266	102,388	3,354
Sundries... ...	575	21	42,420	3,031	43,014	1,602	68,642	1,235	3,428	343	158,079	6,232	213,527	7,163
Total in 1889...	...	...	...	...	...	...	...	...	...	...	...	...	...	723,542
„ „ 1888...	...	...	...	...	...	...	...	...	...	...	...	...	...	708,682
Increase ...	...	...	...	...	...	...	...	...	...	...	...	...	...	14,860

CIUDAD BOLIVAR.

Report by Mr. Acting Vice-Consul de Lemos on the Trade and Commerce of the Port of Ciudad Bolivar for the Year 1889.

From the annexed statistical tables of imports, exports, shipping, &c., for 1889, if compared with those contained in my report for 1888 (Consular Reports, No. 528), it will be observed that there has been no vital change in the trade and commerce of this port during the year 1889. The only feature deserving of mention is the apparently stationary condition of commercial affairs in this Vice-Consular district. If there has been no expansion or development during the past year to any appreciable extent, there has also not been any falling-off.

The increase which appears in the total value of exports is not due to an increase of production, but is due to the shipment of gold bullion, which, owing to the suspension of the Caracas Mint in June last, can no longer be coined in the country.

The tables referred to are the following :—

A.—Total values of imports and custom-house duties levied for the year 1889.

B.—Comparative tables of imports and customs duties from 1884 to 1889.

C.—Return of exports from the port of Ciudad Bolivar in the year 1889.

D.—Comparative values of exports from 1884 to 1889.

E.—Table showing yield of gold from Yuruary district from 1884 to 1889.

F.—Return of British and foreign shipping entered and cleared in the year 1889.

The value of 1 bolivar is equal to 1 fr., or say 10*d.*

A.—Table of Total Value of Imports and Custom-house Duties Levied for the Year 1889.

Names of Countries.	Value.		Duties Paid.	
	Bolivares	c.	Bolivares	c.
Trinidad, B.W.I.	3,507,403	17	1,199,223	33
Demerara (British Guiana)	4,712	00	4,229	80
France	205,457	60	86,988	03
Germany	1,141,393	33	479,341	56
United States	2,059,467	21	832,203	02
12½ per cent. transit duty	..		325,248	39
Total	6,918,433	31	2,927,234	13
Or about	276,737*l.*		117,089*l.*	

B.—Comparative Table of Imports and Custom-house Duties for the Years 1884–1889.

Year.	Value of Imports.					Duties Paid.				
	Currency.		Sterling.			Currency.		Sterling.		
	Bolivares	c.	£	s.	d.	Bolivares	c.	£	s.	d.
1884 ..	11,761,258	40	470,450	0	0	4,143,493	77	165,739	15	6
1885 ..	9,413,296	02	376,531	17	6	3,977,672	50	159,068	18	6
1886 ..	7,460,243	89	298,410	0	0	2,786,515	66	112,160	12	6
1887 ..	6,803,000	00	272,120	0	0	2,517,295	00	100,691	16	0
1888 ..	6,842,833	00	273,713	0	0	2,694,365	00	107,744	0	0
1889 ..	6,918,433	31	276,737	0	0	2,927,234	13	117,089	0	0

C.—Return of the Exports from the Port of Ciudad Bolivar in the Year 1889.

Articles.		Trinidad and Demerara, British West Indies.		New York, United States.		Hamburg, Germany.		Other Countries.		Totals.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value	Quantity.	Value.	Quantity.	Value.
			Bolivares c.		Bolivares c.		Bolivares c.		Bolivares c.		Bolivares c.
Asses	Number ...	867	34,162 0	...	...	...	...	11	440 0	878	34,602 0
Balsam copaiba	Kilos. ...	15,915	67,595 0	17,724	77,562 0	...	...	...	...	33,639	145,157 0
Bitters, Guiana	,, ...	230	360 0	...	...	23	40 0	...	...	253	400 0
Calf skins	,, ...	6,900	18,560 0	5,866	6,844 21	...	...	...	...	12,766	25,404 21
Caoutchouc	,, ...	...	...	37,021	250,390 0	...	...	...	...	37,021	250,390 0
Cattle, live	Number ...	7,955	893,100 0	...	...	...	...	1,827	191,420 0	9,782	1,084,520 0
Cheese	Kilos. ...	5,237	6,201 0	...	...	...	...	...	...	5,237	6,201 0
Chiquichiqui	,, ...	...	...	3,480	1,818 0	...	...	...	...	3,480	1,818 0
Cocoa	,, ...	25,099	37,121 0	4,774	7,273 0	...	...	...	...	29,873	44,394 0
Coffee	,, ...	64,072	117,001 0	199,243	334,001 52	...	...	330	1,478 0	264,145	452,480 52
Cotton	,, ...	736	768 0	...	...	7,418	6,593 0	...	...	8,154	7,361 0
Deer skins...	,, ...	23,091	75,842 64	44,900	144,731 54	...	...	...	...	67,991	220,574 18
Goat skins...	,, ...	4,552	7,774 98	8,639	14,472 79	...	...	...	...	13,191	22,247 77
Gold in bars	,, ...	2,007	5,770,767 77	10½	32,176 0	..	...	...	...	2,017½	5,802,943 77
Gold coin	,, ...	30½	77,105 0	69	112,300 0	...	...	...	...	99½	189,405 0
Hides	,, ...	300,051	386,023 50	712,907	938,947 36	...	...	...	...	1,112,958	1,324,970 86
Horses	Number ...	77	24,110 0	...	...	...	...	...	...	77	24,110 0
Mules	,, ...	111	33,800 0	...	...	...	...	...	...	111	33,800 0
Plants, live	,, ...	...	...	...	...	30	100	...	...	30	100
Quina bark	Kilos. ...	...	...	6,247	1,856 0	...	...	...	...	6,247	1,856 0
Preserved birds	,, ...	1,235	10,900 0	...	...	...	...	...	...	1,235	10,900 0
Silver coin	,, ...	173	26,668 0	...	...	...	...	...	...	173	26,668 0
Simaruba	,, ...	7,241	4,635 0	4,024	2,447 0	1,380	960 0	...	...	12,645	8,042 0
Tiger skins	,, ...	9	86 0	83	375 0	56	203 0	...	...	148	664 0
Tobacco	,, ...	64,090	49,512 0	14,443	10,049 0	160,355	111,447 0	...	...	238,888	171,008 0
Tonga beans	,, ...	13,494	103,529 75	34,470	256,110 0	...	...	...	...	47,964	359,639 75
Other articles	,, ...	9,352	6,631 0	...	...	...	...	...	...	9,352	6,631 0
Total	...	...	7,752,253 64 310,090*l.*	...	2,191,353 42 87,654*l.*	...	119,343 0 4,773*l.*	...	193,338 0 7,733*l.*	...	10,256,288 6 410,251*l.*

D.—Table showing Comparative Values of Exports from 1884-89.

	1884.	1885.	1886.	1887.	1888.	1889.
	Bolivares c.	Bolivares c.	Bolivares c.	Bolivares c.	Bolivares c.	Bolivares c.
Value of produce, &c. (gold bullion excepted)	4,359,311 00	3,617,831 08	4,506,367 00	3,987,743 00	4,698,431 00	4,453,344 29
Value of gold bullion ...	20,804,637 88	16,398,968 92	18,518,015 68	4,481,500 00	1,963,172 00	5,802,943 77
Total ...	25,163,948 88	20,016,800 00	23,024,382 68	8,469,243 00	6,661,603 00	10,256,288 06
	£ 1,006,538	£ 800,672	£ s. d. 920,975 5 0	£ s. d. 338,769 14 6	£ s. d. 266,464 2 6	£ 410,251

E.—Table showing Yield of Gold from Yuruary District for the Years 1884–89.

Year.	Quantity.
	Ounces.
1884	233,935·37
1885	172,037·85
1886	217,135·07
1887	95,352·00
1888	71,594·33
1889	88,834·00

F.—Return of British and Foreign Shipping Entered the Port of Ciudad Bolivar in the Year 1889.

Nationality.	With Cargoes.			In Ballast.			Total.		
	Number.	Tonnage.	Crews.	Number.	Tonnage.	Crews.	Number.	Tonnage.	Crews.
British	9	4,505	158	...	...	...	9	4,505	158
Danish	2	450	23	...	...	...	2	450	23
Norwegian ...	1	275	8	...	...	...	1	275	8
French	8	1,679	101	4	842	64	12	2,521	165
German ...	3	855	37	1	276	15	4	1,131	52
Venezuelan ...	29	15,358	627	5	1,007	66	34	16,365	693
Total ...	52	23,122	954	10	2,125	145	62	25,247	1,099

Return of British and Foreign Shipping Cleared from the Port of Ciudad Bolivar in the Year 1889.

Nationality.	With Cargoes.			In Ballast.			Total.		
	Number.	Tonnage.	Crews.	Number.	Tonnage.	Crews.	Number.	Tonnage.	Crews.
British	8	3,863	140	1	642	18	9	4,505	158
Danish	...	...	...	2	450	23	2	450	23
Norwegian ...	...	...	...	1	275	8	1	275	8
French	11	2,211	144	2	513	21	13	2,724	165
German ...	1	359	10	2	555	23	3	914	33
Venezuelan ...	39	16,425	703	1	90	15	40	16,515	718
Total ...	59	22,858	997	9	2,525	108	68	25,383	1,105

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ON THE

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Presented to both Houses of Parliament by Command of Her Majesty,
AUGUST, 1890.

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PRINTERS IN ORDINARY TO HER MAJESTY.

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VENEZUELA.

MARACAIBO.

Consul Boulton to the Marquis of Salisbury.

My Lord, *Caracas, July* 4, 1890.

I HAVE the honour to enclose to your Lordship a Commercial Report, as also Tables of Export, and Arrivals of Vessels at the Port of Maracaibo for the year 1889, just received from Mr. Vice-Consul Meyer, who asserts that their tardy transmission is due to the difficulty in procuring reliable information, the which assertion I can fully endorse.

I have, &c.
(Signed) H. L. BOULTON.

Vice-Consul Meyer to Consul Boulton.

Sir, *Maracaibo, June* 28, 1890.

I HAVE the honour to submit the following Trade Report for the year 1889, and beg to call attention to the commercial movement of the more important products of this section.

Coffee. The business in this important staple, which is the life of all industrial interests in this country, has been exceedingly brisk, not so much on account of the greater quantity exported, as in consequence of better prices abroad, which has given rise to lively competition. The amount exported during 1889 rose to 19,000 tons, against 18,810 tons in 1888. The difference in invoice value was, however, far greater. The latter amounted, in 1889, to about 1,367,291*l.* sterling, against 1,075,580*l.* in 1888, an increase of about 300,000*l.*

Cocoa. It is a matter of regret that the exports of cocoa, for the cultivation of which this district is eminently adapted, should be on the decrease. During 1888 there were sent from Maracaibo 72 tons, while in 1889 only 31 tons were exported.

The cocoa from this section has always enjoyed a high reputation, and in the district Perijá the conditions of soil and climate are said to be more favourable than in any other part of the world. It is hoped, however, that in a not very long time a railway may be constructed from Maracaibo to the centre of Perijá, which is all that is necessary to open up a large tract of country, the development of which would give at once rich returns.

Copaiba. Of this and other valuable gums the forests of this section are abundantly supplied, but, nevertheless, only 13½ tons were exported during 1889. This, however, is an improvement as compared with 1888, when only 9½ tons were sent. This is an article of constant demand, and commands a high price.

Fish sounds. This industry has fallen off sadly in the last year, as only 13 tons were shipped against 28 tons in the year 1888.

There are no organised fisheries, which, however, could be easily established at a comparatively trifling outlay.

The sounds of the "cabima," a fish somewhat resembling the sea trout of northern waters, are of great commercial value, and have a ready sale. This fish abounds in the lake, but the industry has never been systematised.

Hides and skins. There is scarcely any change in the movement of these articles, most of which go to the United States, excepting a small number of hides which is prepared here in small tanneries for home use.

Woods and dividivi. The export of boxwood, lignum vitae, cedar, bastard ebony, &c., is an important industry, and this port is never without vessels loading either for Europe or the United States. Much dividivi is also shipped, it being an excellent substitute for bark in tanning, and it is also said to be used to a certain extent in place of logwood in the adulteration of French wines.

Exports. The total value of all exports from Maracaibo during the year 1889 was about 1,500,000*l.*, which is the highest limit reached yet in the commercial history of this section. Fully seven-eights of these exports go to the United States, which is the natural result of the establishment and very exact service of the Red D line of steamships, as well as the fact of quick transactions that can be made with New York.

Imports. The greater part of the merchandise imported at Maracaibo comes from Great Britain, Germany, France, and Malaga (wines), the United States remaining behind either of the first three countries, although all the flour, kerosene, and a considerable amount of cotton goods are shipped from New York as well as a great many quintals of lard.

The natural resources of this section are practically inexhaustible, and besides for commercial investments there are opportunities for a great number of industrial enterprises, all of which should give an excellent result.

In the city of Maracaibo, during the past few years, we have seen established tramways, telephones, electric lights for street and house lighting, and steam power is used in several establishments. It is a peculiar fact that dividends of any industrial organisation far exceed those of a similar character in other places.

For example, our present street car company has produced 3 per cent. per month net profits, and I believe never less than 2 per cent. People are quick to appreciate the advantages of progress, and Venezuela only needs an influx of immigration to assure its future.

Two years ago General Guzman Blanco, then Minister of

Venezuela at Paris, prepared an elaborate immigration scheme, and entered into a formal contract.

This was, however, disapproved by Congress, as its terms were highly unsatisfactory to the people. The importance of systematic efforts to attract immigrants is fully appreciated, and the federal government is about to give the matter serious consideration.

In this territory there is an immense quantity of land awaiting settlement, and the Goafira peninsula, which is now abandoned to the savages, cannot remain much longer in its present condition, situated as it is on the very frontier of civilisation, and offering such exceptional advantages for cattle-breeding on an extended scale and also for agricultural enterprises.

In the district Perijá also thousands of acres of excellent land are awaiting development.

In this especially favoured section the settler may choose his industry. For breeding purposes there are extended tracks of well-watered grassy prairie, and should agriculture be the object in view, no better land can be found on the continent. There are also large forests of valuable timber, and abounding in gums and balsams, and traces of precious metals have been found in the rivers and mountains.

Various carboniferous products exist in large quantities, the coal being of easy access and of superior quality.

The lack of good means of communication and transport has prevented the progress of this region, and in many other sections of this district the same drawback exists, although the importance of railway communication is now being more appreciated. The line from La Ceiba to Sabana de Mendoza, on the east coast of the lake, is in active operation, and brings from the interior large quantities of coffee and other products, and a French company is now engaged in the construction of a road from Santa Barbara, on the river Escalante, to the city of Merida. A more important line than all will be the projected road from Encontrados, on the river Catatumbo, towards La Fria, Colon, and San Cristobal. This line, when finished, will open a direct route into the very heart of the coffee region of the Cordillera, and will immensely facilitate traffic which now passes by way of Colombia, over the Cucuta Railway, and down the rivers Lulia and Catatumbo.

A certain Mr. Bradford made a survey of this line, for account of Messrs. Livesey and Sons, of London, if I am well informed, and people of this section are anxiously awaiting the commencement of this road, and, with the completion of a judicious system of steam traffic between the more important centres and the coast, the development of this district will be rapid.

If the railway from Encontrados to San Cristobal, on which line coals are found on the surface, should be established, it would also prove of great importance to the petroleum mines near San Cristobal. These are being worked now with very small capital by a national company, which is willing to sell for any reasonable

price. Their small refining machinery, &c., is worked by water force, and the raw oil, according to an analysis made in New York, render from 33 to 40 per cent. of superior Astral oil.

I have, &c.

(Signed) K. MEYER.

ARRIVALS of Vessels at Maracaibo during the Year 1889.

Flag.	Steamers.	Barques.	Brigs.	Schooners.	Total.
British	..	..	7	2	9
American	48	..	..	6	54
French	..	3	4	..	7
German	1	2	12	..	15
Norwegian	..	3	2	..	5
Danish		2	13	..	15
Italian		2	4	..	6
Dutch	..	..	3	12	15
Venezuelan.. ..	2	..	..	190	192
Total	51	12	45	210	318

GENERAL Exports from Maracaibo during the Year 1889, according to Private Statistics collected by Karl Meyer.

Date.	Coffee.		Cocoa.		Per. Bark.		Hides.		Goatskins.		Deerskins.		Copaiba.		Woods.	Dividivi.	Fish Sounds.		Brown Sugar.	
1889.	Bags.	Kilos.	Bags.	Kilos.	Bags.	Kilos.	Pieces.	Kilos.	Bales.	Kilos.	Bales.	Kilos.	Cases.	Kilos.	Kilos.	Grammes.	Bags.	Kilos.	Pkgs.	Kilos.
January...	22,483	1,346,785	118	6,248	18	828	3,775	45,206	59	5,190	...	...	22	988	475,842	412,954	2	150	32	1,472
February	12,772	780,161	...	...	...	...	1,474	16,952	76	6,539	...	...	...	...	667,300	...	31	2,488	116	5,336
March ...	18,610	1,135,881	...	...	270	13,772	2,336	27,028	118	10,747	...	...	123	5,675	1,130,934	367,112	41	3,276	193	8,826
April ...	26,330	1,613,198	...	..	278	13,665	1,596	18,749	72	6,560	...	...	143	6,279	379,258	128,110	45	3,506	...	...
May ...	7,686	476,200	...	...	20	920	350	3,726	44	3,801	...	...	15	690	302,641	287,923	...	...	...	...
June ...	55,669	3,342,592	...	...	309	15,714	6,874	83,953	155	14,434	...	...	91	4,121	380,240	299,022	12	1,011	...	...
July ...	29,645	1,779,782	...	...	100	5,200	2,548	30,623	65	5,536	...	...	28	1,306	506,131	334,896	4	452	...	...
August ...	27,029	1,625,183	...	...	53	2,438	2,098	26,377	62	5,225	3	376	...	...	1,017,490	499,351	4	606	...	...
September	30,904	1,820,102	83	3,538	158	8,216	2,857	33,944	56	4,495	...	...	...	...	919,690	280,680	13	988	88	4,016
October ...	21,099	1,251,303	48	2,164	193	9,234	2,191	26,579	18	1,886	3	279	17	713	800,752	363,906	...	...	182	10,856
November	27,252	1,616,288	221	10,670	172	7,504	4,434	55,716	86	7,283	1	107	6	230	771,852	322,598	12	956	782	34,732
December	26,461	1,569,852	266	12,694	101	5,024	2,240	27,885	53	4,293	3	349	34	1,591	821,025	173,466	13	1,051	297	17,763
Total ...	305,940	18,357,327	736	35,614	1,672	82,815	32,753	396,808	864	75,989	10	1,111	479	21,593	8,173,155	3,470,018	177	14,484	1,690	83,001

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1889.

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No. 601.

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WESTERN PACIFIC.

REPORT FOR THE YEAR 1888

ON THE

TRADE OF TONGA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 569.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

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WESTERN PACIFIC.

TONGA.

Consul-General Sir John Thurston to the Marquis of Salisbury.

My Lord, *Suva, Fiji, July* 1, 1889.

SINCE the date of my despatch,* of April 8, I have received a copy of the Official Returns of the Trade and Commerce of Tonga.

2. I enclose herewith for your Lordship's information comparative tables of the imports of Tonga for the years 1887 and 1888, according to the countries imported from and exported to, and according to the nationality of the importers and exporters.

3. The year 1888 was a prosperous one in Tonga, owing to there being a heavy yield from the cocoanut trees. A great development in the trade of British exports will be noticed; and the total import and export trade by British merchants exceeded that of any other country. Apart from this, it will be seen that other traders imported a large quantity of British goods.

4. The system of valuing exports at the amount declared by the different exporters has been continued, but there is not as much discrepancy in the values as was the case in the returns for 1887. Copra has been valued at from 10*l.* to 10*l.* 5*s* a ton. This valuation is too high, and to some extent accounts for the amount of the exports so far exceeding the imports.

5. The practice of including the value of specie imported in the returns of imports and exports has been discontinued. It is stated that during the year coin was imported to the value of 12,908*l.* 4*s.* 6*d.* German subjects imported coin to the value of 5,578*l.*, English; 1,500*l.*, German; and 800*l.*, Chilian; and British subjects imported English coin to the value of 5,033*l.* 4*s.* 6*d.*

I have, &c.
(Signed) JOHN B. THURSTON.

* See No. 569 Annual Series.

Return of Tongan Trade for the Year 1888.

Imports.

Countries.	General Merchandise.						
	1887.			1888.			
	£	s.	d.	£	s.	d.	
South Australia ..	138	18	10	64	15	0	Total imports from British possessions—
New Zealand ..	13,673	18	1	23,181	10	2	
Victoria	205	8	5	181	1	1	1887.
New South Wales ..	6,823	8	10	8,379	6	5	23,999*l.* 16*s.* 9*d.*
Fiji	1,766	11	4	2,093	0	5	1888.
England	1,382	16	3	3,087	2	0	36,986*l.* 15*s.* 1*d.*
Chile	..			4	11	6	
Germany	88	3	5	184	4	8	
Samoa	7,538	12	8	8,750	10	11	The imports from Samoa are principally goods of German or British manufacture.
San Francisco ..	..			2,750	13	9	
Savage Island ..	148	8	0	6	0	0	
Wallis Island ..	..			54	0	0	
Total	31,716	0	10	48,736	15	11	

Nationality of Importers.	General Merchandise.					
	1887.			1888.		
	£	s.	d.	£	s.	d.
British	16,918	15	11	24,672	9	6
Chinese	8	2	3	1	14	6
French	373	1	10	295	6	9
German	11,813	0	1	17,313	11	9
Russian	..			343	2	1
Tongan	2,188	16	9	5,819	13	2
United States	72	13	5	34	3	9
Other nationalities	346	10	7	256	14	5
Total	31,716	0	10	48,736	15	11

EXPORTS.

Countries and Ports.	Produce of Tonga.						Manufactures of other Countries.					
	1887.			1888.			1887.			1888.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
New Zealand ..	1,168	0	0	2,617	9	1	1	12	0	63	5	0
Victoria	63	19	7	79	8	0	..			..		
New South Wales ..	2,100	15	8	725	18	0	19	6	0	8	0	0
Fiji	969	17	11	1,421	16	4	30	0	6	21	10	0
Falmouth	1,694	0	0	8,199	0	0	..			..		
Liverpool	984	0	0	..			..			..		
Lisbon	22,491	16	0	45,690	7	6	..			..		
Marseilles	..			5,159	2	6	..			..		
Samoa	2,017	7	1	2,550	10	0	828	1	10	260	8	6
Savage Island ..	..			..			118	16	0	61	12	0
Total	31,489	16	3	66,473	11	5	997	16	4	414	15	6

Nationality of Exporters.	Produce of Tonga.						Manufactures of other Countries.					
	1887.			1888.			1887.			1888.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
British	7,041	12	0	30,634	9	11	240	8	8	314	15	6
Chinese	6	12	6	94	17	4	..			..		
German	23,773	19	9	34,965	16	2	757	7	8	100	0	0
Russian	..			47	0	0	..			..		
Tongan	520	19	0	731	8	0	..			..		
United States ..	113	11	4	..			..			..		
Other nationalities ..	33	1	8	..			..			..		
Total	31,489	16	3	66,473	11	5	997	16	4	414	15	6

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